

RAILROADS

DELIVER THE GOODS!



Bill
Bunce

RANDY DAVIS IS STARTING OUT AS A RAILRODMAN, LEARNING TO BE A BRAKEMAN. HIS FIRST RUN IS WITH HIS FATHER, CONDUCTOR ON A FREIGHT TRAIN.

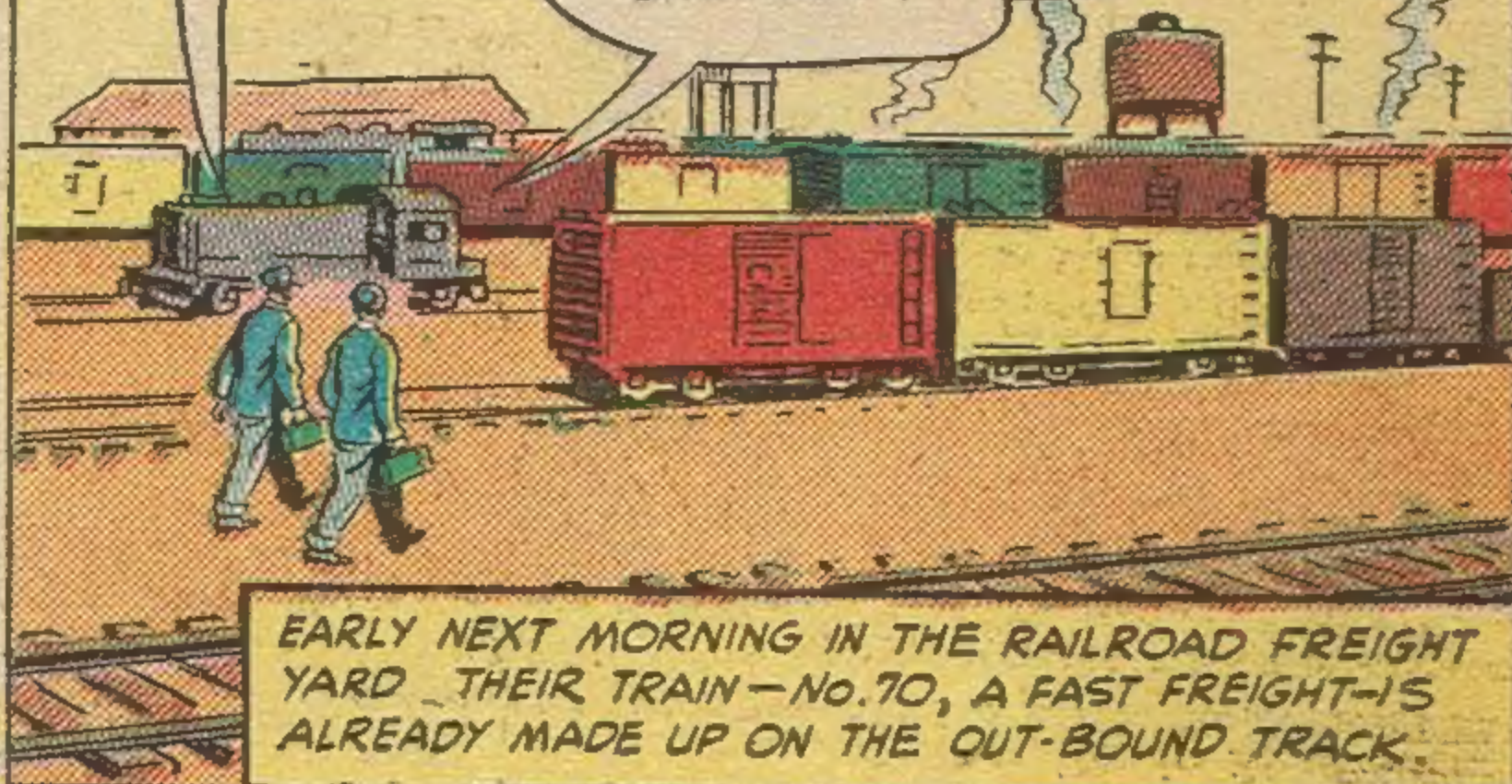
WELL, SON, YOU'VE BEEN ASSIGNED TO MY RUN TOMORROW TO BEGIN YOUR STUDENT-BRAKEMAN INSTRUCTION. YOU'LL MAKE THREE TO TEN TRIPS.

GEE, DAD, THAT'S SWELL! I'M ALL SET TO START.



WHAT HAVE WE GOT ON THE HEAD-END - STEAM OR DIESEL?

WE GET A STEAM LOCOMOTIVE TODAY - A 4-8-4. ED SMITH IS OUR ENGINEER.

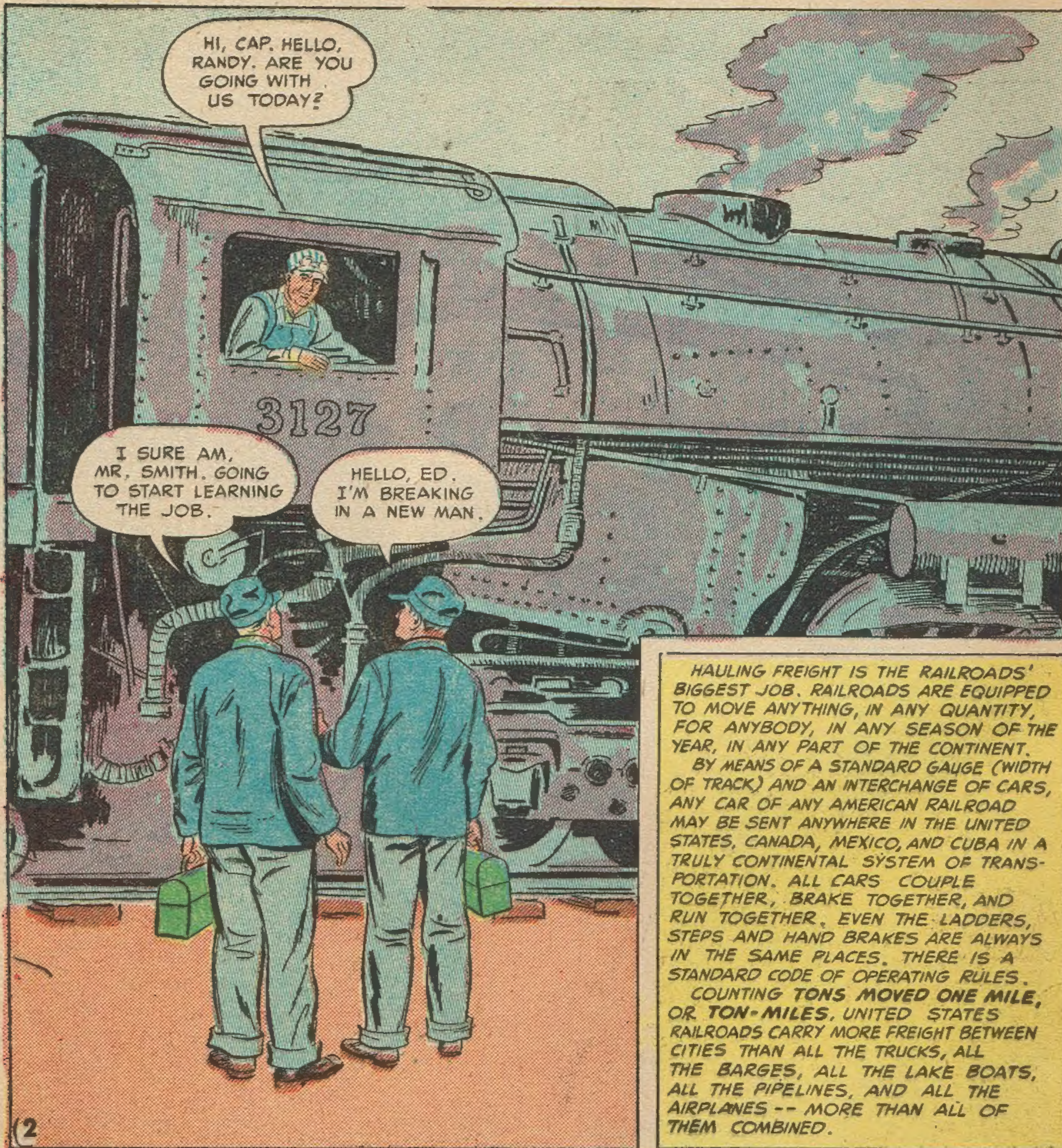


EARLY NEXT MORNING IN THE RAILROAD FREIGHT YARD THEIR TRAIN - NO. 70, A FAST FREIGHT - IS ALREADY MADE UP ON THE OUT-BOUND TRACK.

HI, CAP. HELLO, RANDY. ARE YOU GOING WITH US TODAY?

I SURE AM, MR. SMITH. GOING TO START LEARNING THE JOB.

HELLO, ED. I'M BREAKING IN A NEW MAN.



HAULING FREIGHT IS THE RAILROADS' BIGGEST JOB. RAILROADS ARE EQUIPPED TO MOVE ANYTHING, IN ANY QUANTITY, FOR ANYBODY, IN ANY SEASON OF THE YEAR, IN ANY PART OF THE CONTINENT.

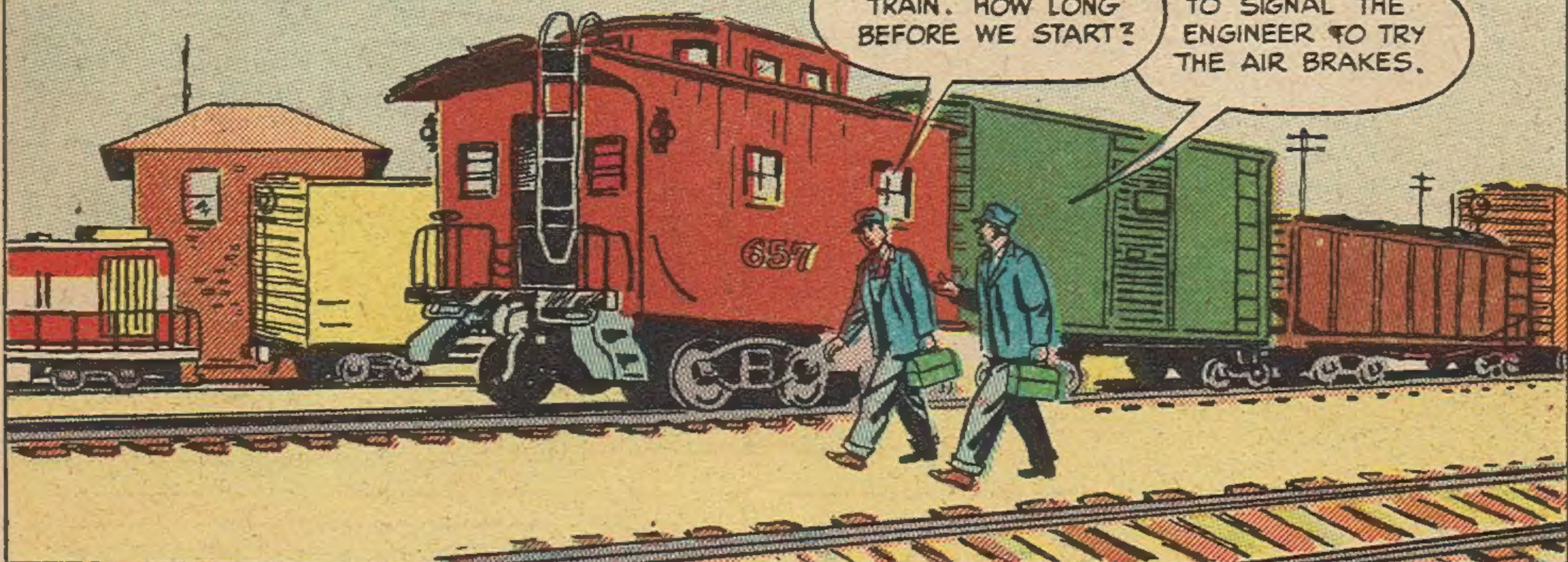
BY MEANS OF A STANDARD GAUGE (WIDTH OF TRACK) AND AN INTERCHANGE OF CARS, ANY CAR OF ANY AMERICAN RAILROAD MAY BE SENT ANYWHERE IN THE UNITED STATES, CANADA, MEXICO, AND CUBA IN A TRULY CONTINENTAL SYSTEM OF TRANSPORTATION. ALL CARS COUPLE TOGETHER, BRAKE TOGETHER, AND RUN TOGETHER, EVEN THE LADDERS, STEPS AND HAND BRAKES ARE ALWAYS IN THE SAME PLACES. THERE IS A STANDARD CODE OF OPERATING RULES.

COUNTING TONS MOVED ONE MILE, OR TON-MILES, UNITED STATES RAILROADS CARRY MORE FREIGHT BETWEEN CITIES THAN ALL THE TRUCKS, ALL THE BARGES, ALL THE LAKE BOATS, ALL THE PIPELINES, AND ALL THE AIRPLANES -- MORE THAN ALL OF THEM COMBINED.

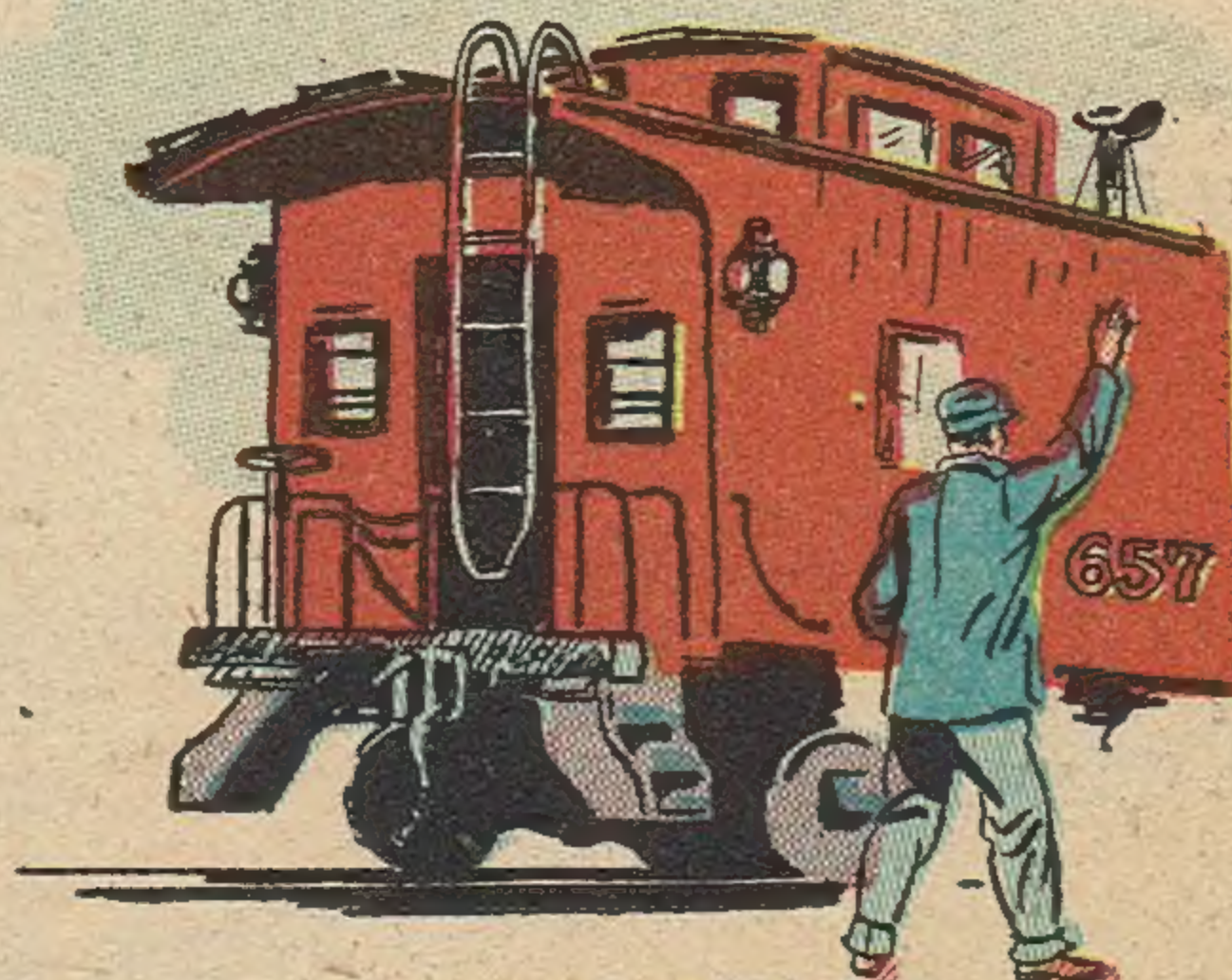
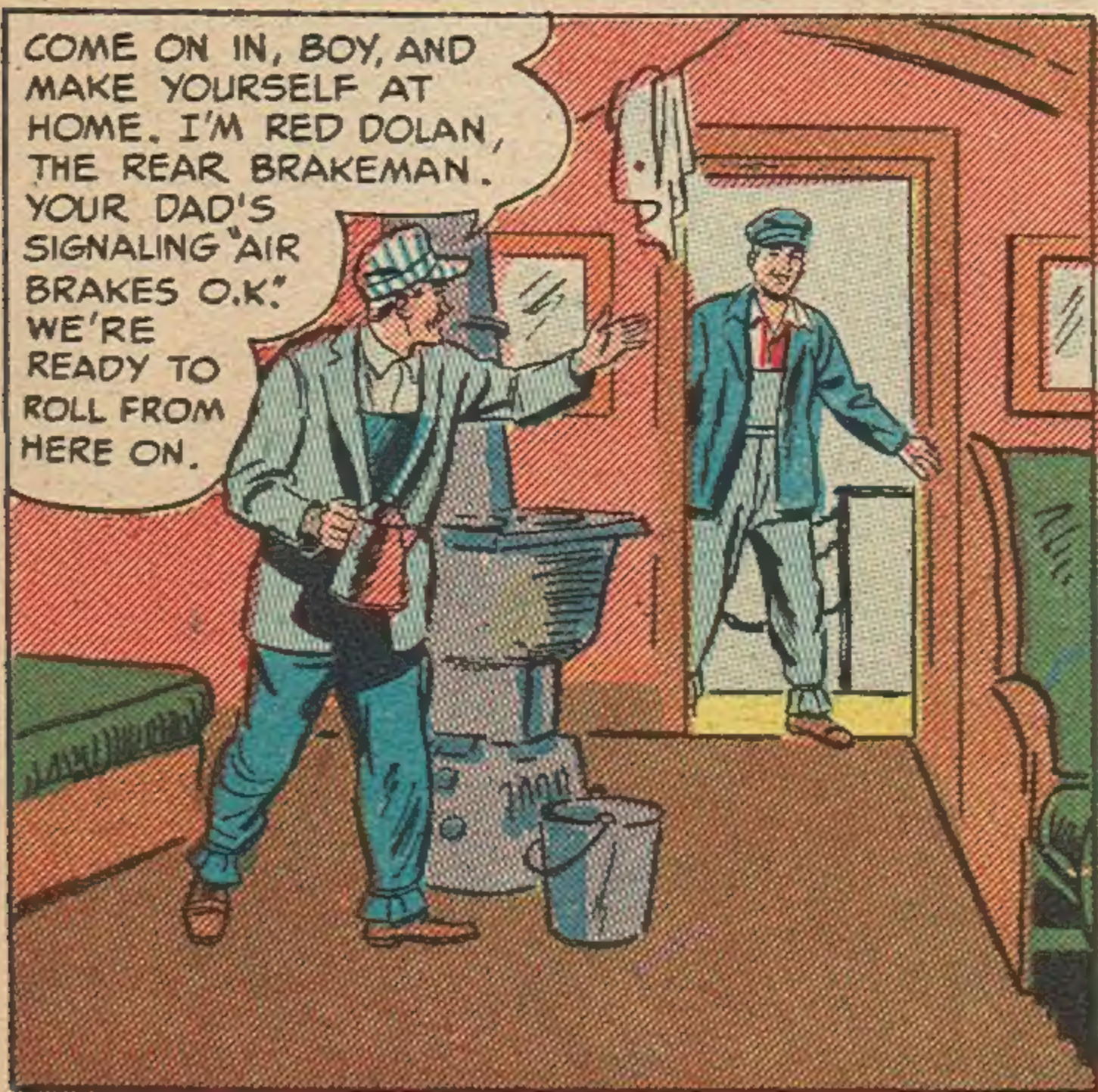
AFTER CONDUCTOR AND ENGINEER COMPARE WATCHES, RANDY AND HIS FATHER WALK BACK TO THE CABOOSE. CAR INSPECTORS EXAMINE THE CARS TO MAKE SURE THEY ARE IN GOOD ORDER.

I SEE THAT THE MARKERS ARE UP ON THE CABOOSE— THAT MAKES IT A TRAIN. HOW LONG BEFORE WE START?

IN A FEW MINUTES. FIRST, I'VE GOT TO SIGNAL THE ENGINEER TO TRY THE AIR BRAKES.

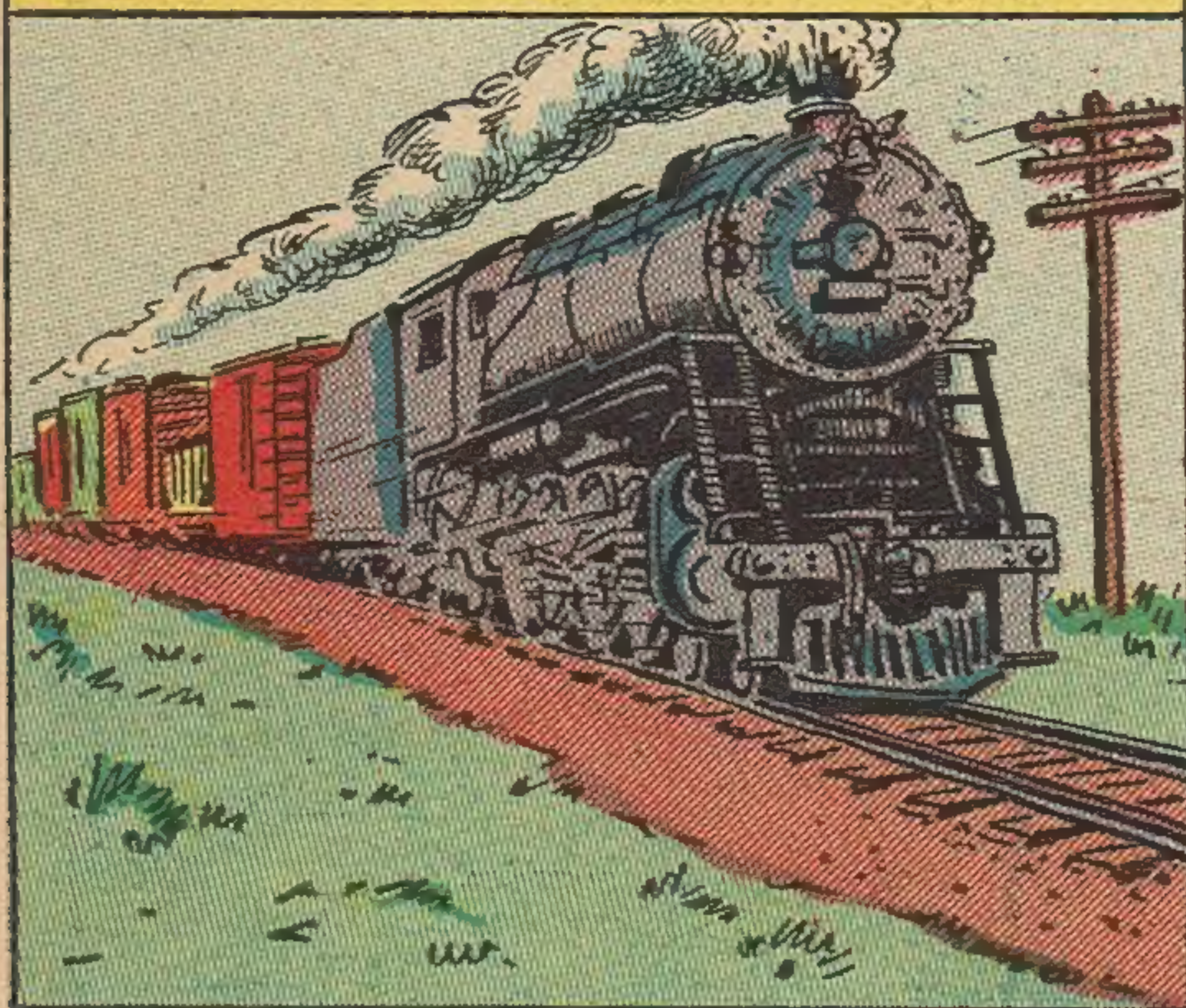


COME ON IN, BOY, AND MAKE YOURSELF AT HOME. I'M RED DOLAN, THE REAR BRAKEMAN. YOUR DAD'S SIGNALING "AIR BRAKES O.K." WE'RE READY TO ROLL FROM HERE ON.

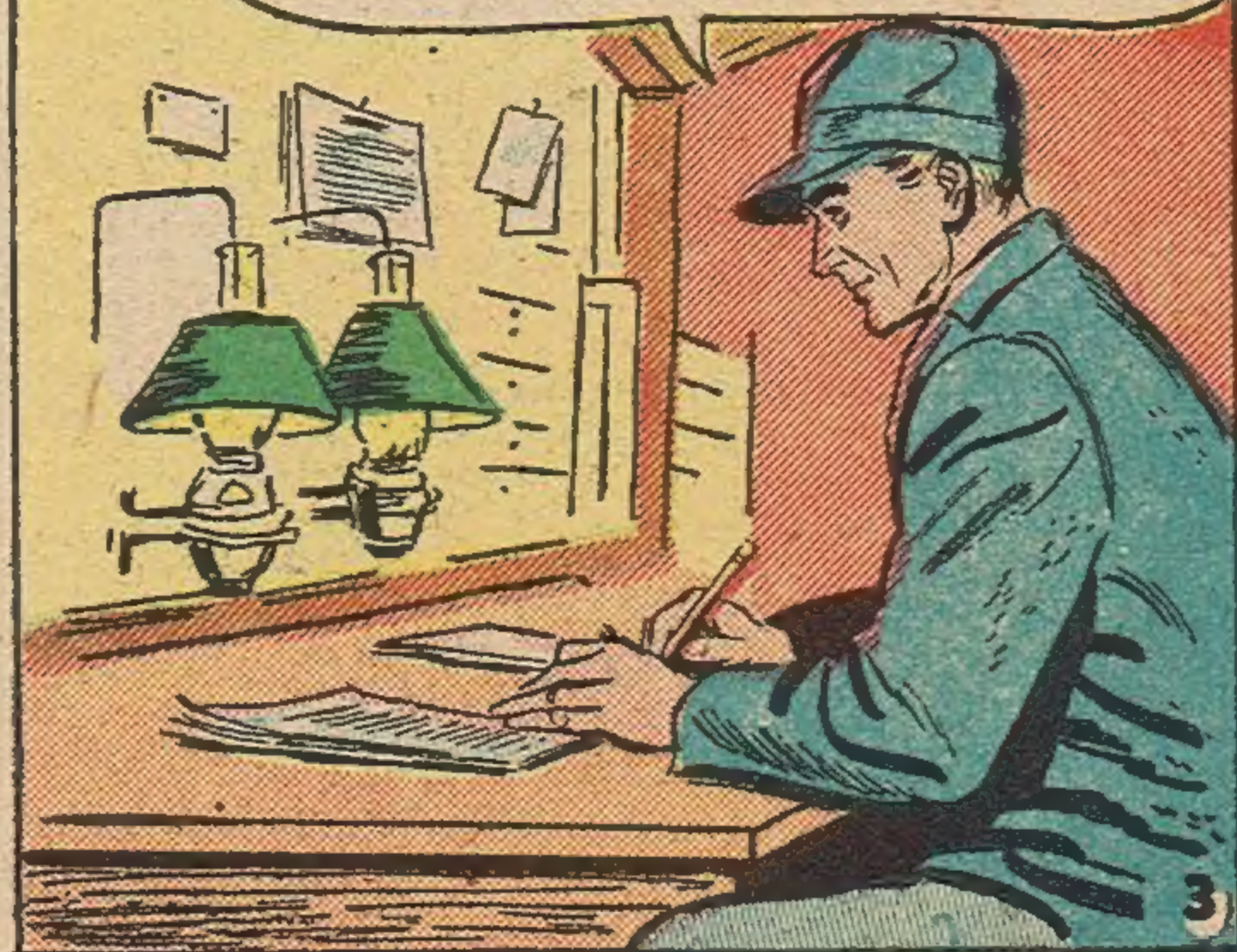


CONDUCTOR DAVIS GIVES THE ENGINEER THE "HIGHBALL." NO. 70 WITH 49 LOADS AND 11 EMPTIES BEGINS TO MOVE.

THE TRAIN GETS THE CLEAR SIGNAL AT THE YARD EXIT AND IS SOON ROLLING UP THE MAINLINE BEHIND A BIG 4-8-4—A LOCOMOTIVE WITH 4 LEADING TRUCKWHEELS, 8 DRIVING WHEELS, AND 4 TRAILING TRUCKWHEELS.



RANDY, YOU GO UP IN THE CUPOLA WITH RED—HELP HIM KEEP AN EYE ON THE TRAIN. I'VE GOT TO DO MY OFFICE WORK—CHECK WAYBILLS AND KEEP MY WHEEL REPORT. THAT'S A LISTING OF CARS ON THE TRAIN—OWNERSHIP, ORIGIN, WEIGHT, CONTENTS, DESTINATION.



UP AT THE "HEAD-END," THE ENGINE CREW WATCHES THE TRACK AHEAD.

CLEAR BOARD!
DISPATCHER MAY
PUT US "IN THE
HOLE" AT ROUND
ROCK JUNCTION.

CLEAR
BOARD!



MEANWHILE, AT A CENTRALIZED TRAFFIC CONTROL PANEL MANY MILES AWAY...



...LIGHTS ON THE BOARD INDICATE THAT NORTHBOUND No. 70 AND SOUTHBOUND No. 29 ARE APPROACHING EACH OTHER. THE DISPATCHER MOVES LITTLE LEVERS AND PUSHES BUTTONS, SETTING SIGNALS AND SWITCHES SO THAT THE FREIGHT TRAIN GOES ONTO A PASSING TRACK. A FEW MINUTES LATER, No. 29 — A DIESEL STREAMLINER — ROARS BY ON THE MAINLINE TRACK.

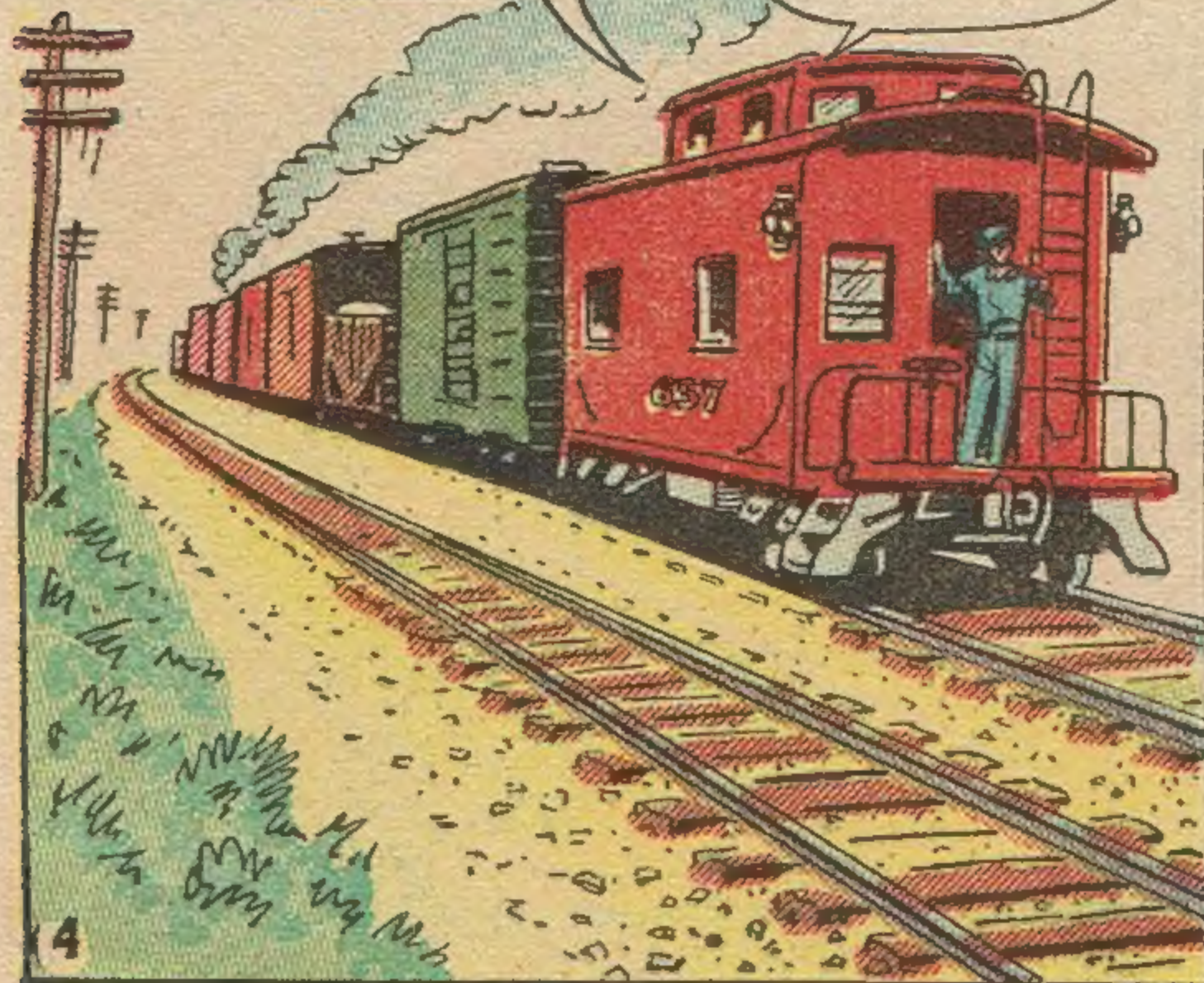


GEE! THAT WAS A
FAST "MEET." WE DIDN'T
EVEN HAVE TO STOP
ROLLING TO LET THE
STREAMLINER PASS.

YEAH, "C.T.C."
REDUCES DELAYS
AND SAVES A
LOT OF STOPS
FOR US.

SINCE WE CAME
OFF THE PASSING
TRACK AND ONTO
THE MAINLINE
AGAIN, WE'VE
REALLY BEEN
PICKING UP SPEED.

YEAH, WE'VE GOT
A STRAIGHTAWAY RUN
RIGHT INTO FLACKS
MILLS. LOCAL
FREIGHT 102'S
UP THE LINE
SOMEWHERE,
BUT THEY'LL
CLEAR US.



CONDUCTOR DAVIS JOINS RANDY AND RED IN THE CUPOLA OF THE CABOOSE. SOON THEIR TRAIN PASSES WAY FREIGHT No. 102, WHICH IS IN SIDING AT A SMALL COUNTRY TOWN, HAVING STOPPED THERE TO PICK UP AND SET OFF CARS. RANDY ASKS HIS FATHER ABOUT THE DIFFERENT KINDS OF FREIGHT TRAINS.

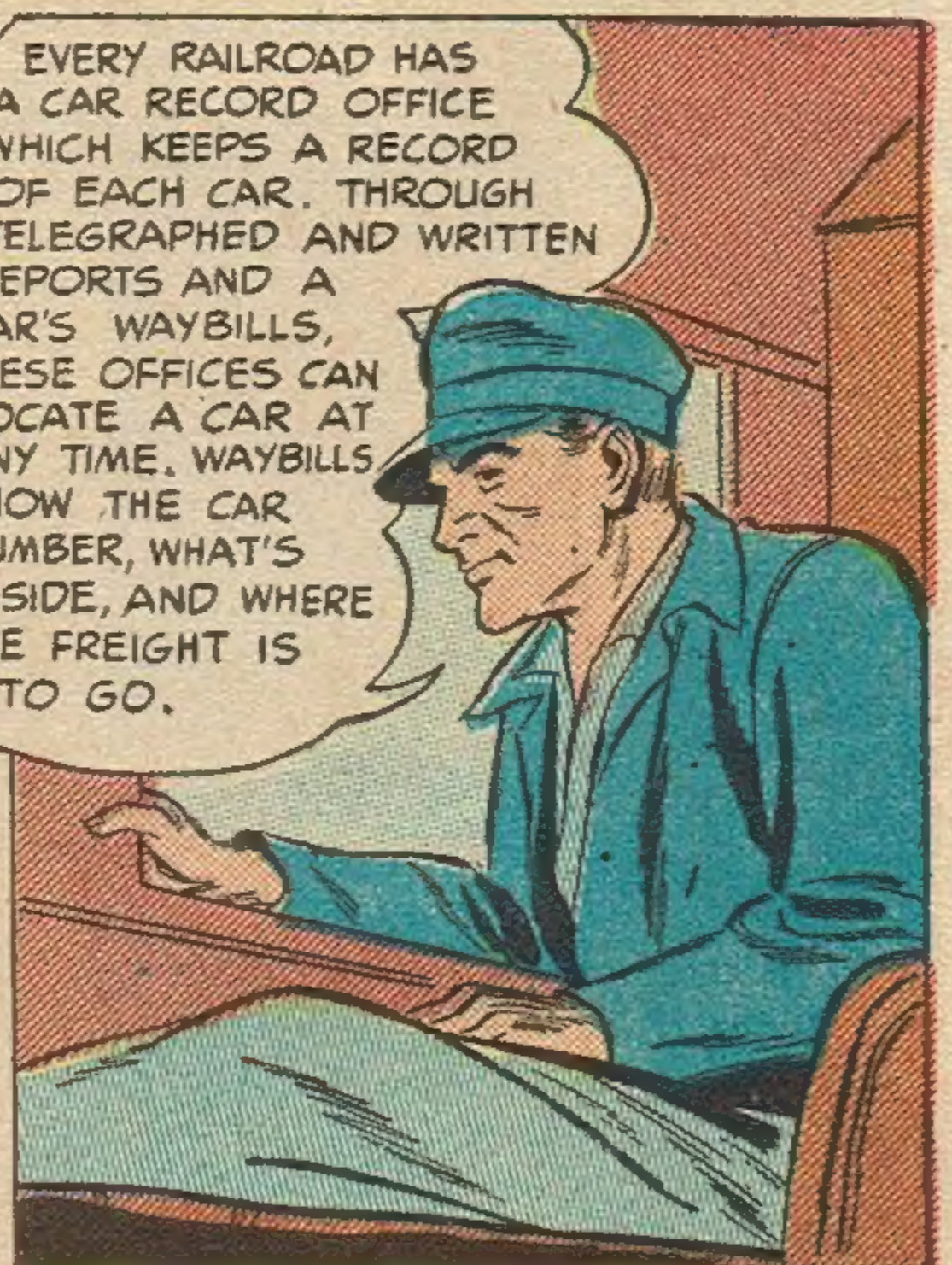


"LOCAL FREIGHTS STOP AT ALL STATIONS AND SIDINGS BETWEEN TERMINALS. TIME FREIGHTS STOP AT LARGER TOWNS. DISPATCH FREIGHTS CARRY PERISHABLES AND OTHER SHIPMENTS THAT REQUIRE REGULAR MOVEMENTS ON FAST SCHEDULES. MERCHANDISE FREIGHTS ALSO RUN ON FAST SCHEDULES. THEY HANDLE LESS-THAN-CARLOAD-LOT SHIPMENTS."

SAY, DAD, HOW DOES A RAILROAD KEEP UP WITH ALL ITS CARS? HOW DO THEY KNOW WHERE THEY ALL ARE?



EVERY RAILROAD HAS A CAR RECORD OFFICE WHICH KEEPS A RECORD OF EACH CAR. THROUGH TELEGRAPHED AND WRITTEN REPORTS AND A CAR'S WAYBILLS, THESE OFFICES CAN LOCATE A CAR AT ANY TIME. WAYBILLS SHOW THE CAR NUMBER, WHAT'S INSIDE, AND WHERE THE FREIGHT IS TO GO.



HE'S HIGHBALLING A LONG TRAIN OF BOX CARS. ARE THEY ALL FILLED WITH MERCHANDISE, DAD?

MOST OF THEM ARE PACKAGE CARS CARRYING L.C.L. FREIGHT LESS-THAN-CARLOAD—A LOT OF IT HANDLED BY "PICK-UP AND DELIVERY" AT THE FREIGHT STATIONS.



MILLIONS OF L.C.L. FREIGHT SHIPMENTS MOVE OVER THE RAILROADS OF THE U.S., SOME FOR SHORT DISTANCES, SOME FOR THOUSANDS OF MILES. MANY RAILROADS PROVIDE PICK-UP AND DELIVERY SERVICE FOR FREIGHT. THIS EXTENDS FREIGHT SERVICE TO THE DOORS OF MERCHANTS, MANUFACTURERS, AND OTHERS, AND IT RELIEVES BOTH SHIPPERS AND CONSIGNEES OF THE BOTHER OF ARRANGING FOR TRUCKING AT EITHER END.

WE'RE COMING INTO FLACKS MILLS ON TIME. WE'VE GOT AN EMERGENCY PICK-UP HERE AT AN INDUSTRIAL PLANT.



MR. SMITH TOLD ME I COULD COME UP IN THE CAB.



OKAY, YOU CAN STAY ON THE ENGINE TILL THEY GET THROUGH SWITCHING. I'VE GOT TO CHECK THE TRAIN AND SUPERVISE THIS PICK-UP. WATCH YOUR STEP.

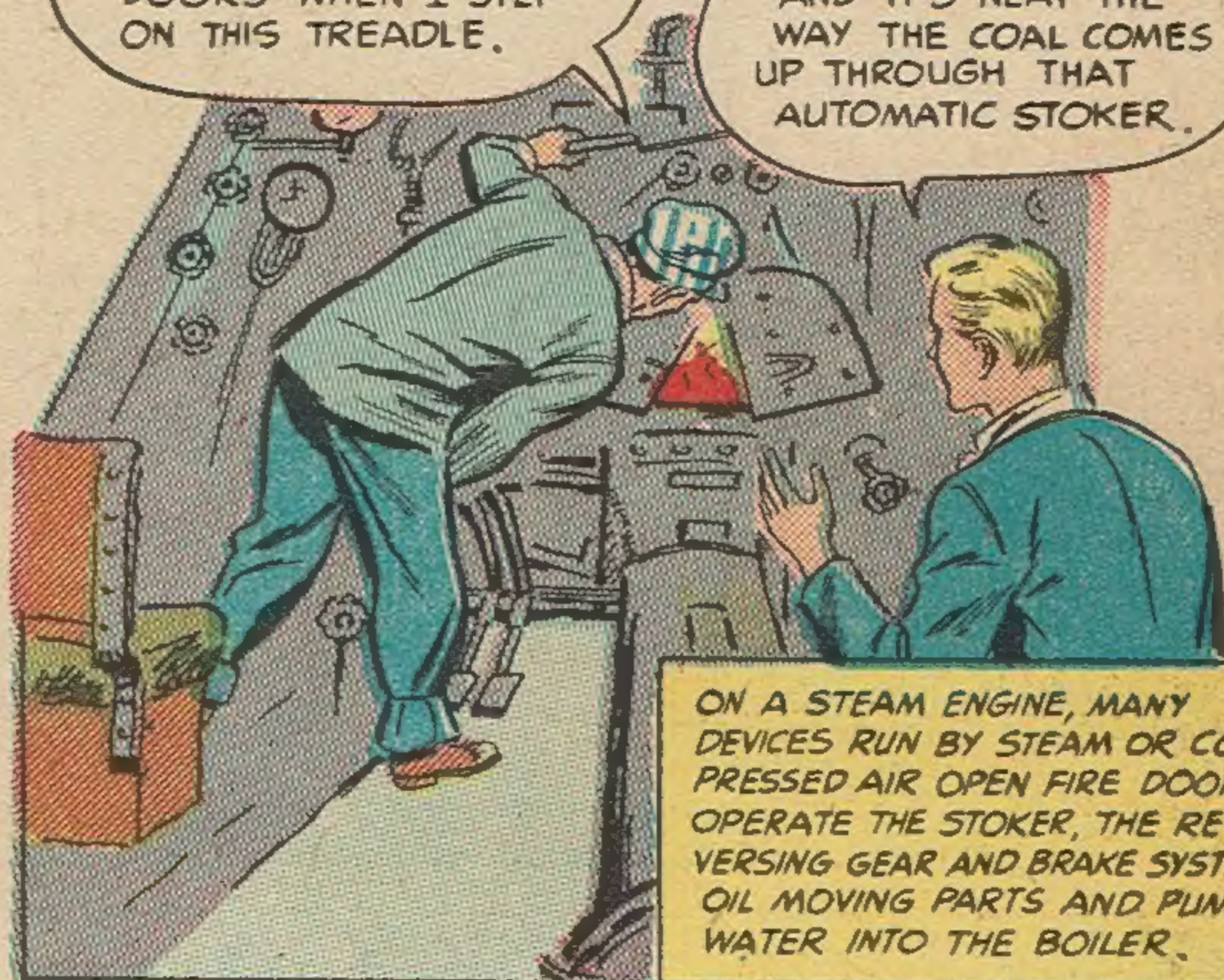


A SWITCHING CREW IS ON HAND AT THE FACTORY SIDING. THEY MOVE THE LOADS FOR NO. 70 FROM THE PLANT TRACKS AND CUT THEM INTO THE TRAIN. RANDY GOES UP TO THE HEAD-END TO WATCH THE SWITCHING OPERATIONS.



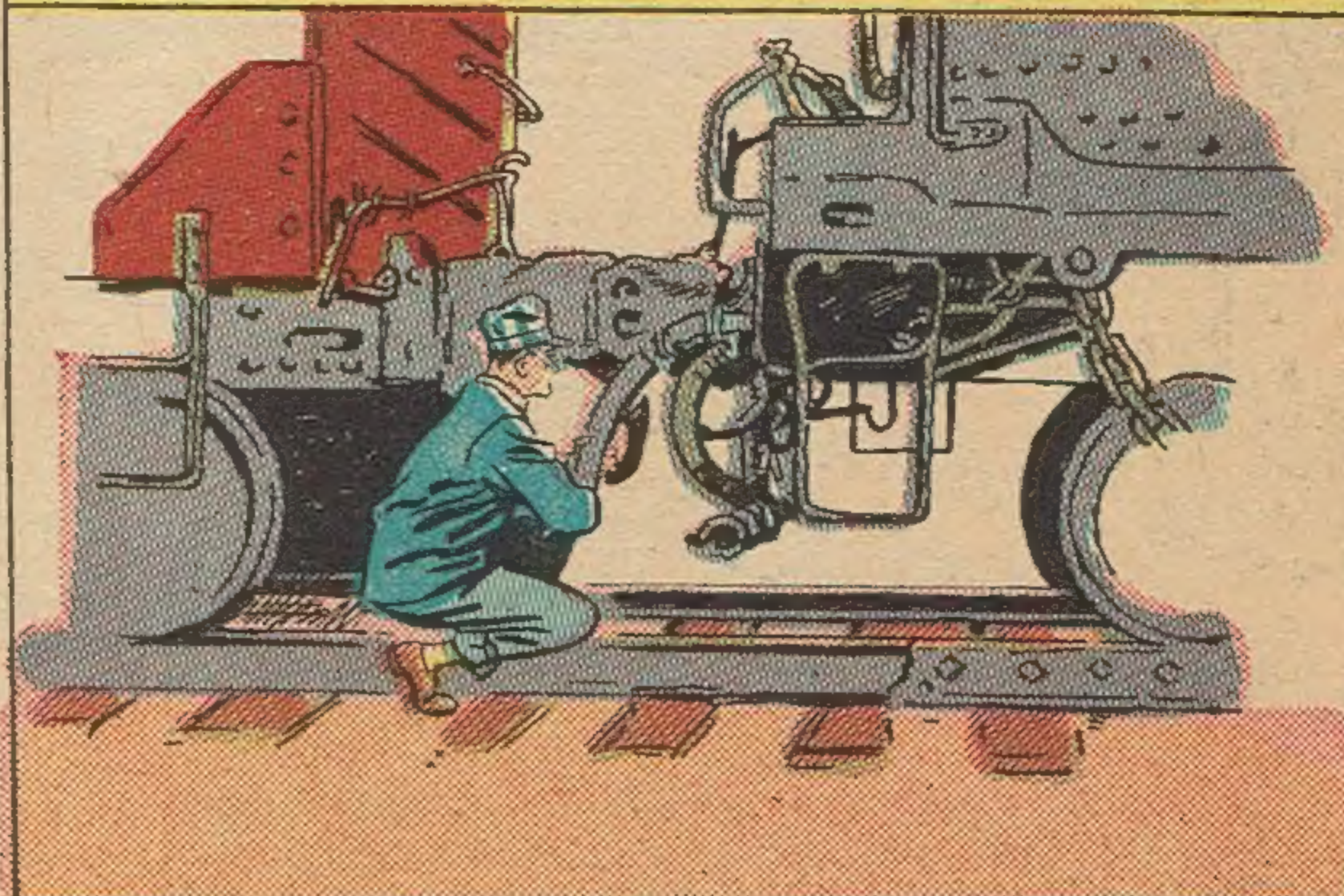
LET'S TAKE A LOOK AT OUR FIRE, RANDY. WATCH THE BUTTERFLY DOORS WHEN I STEP ON THIS TREADLE.

THAT'S ALL RIGHT, AND IT'S NEAT THE WAY THE COAL COMES UP THROUGH THAT AUTOMATIC STOKER.



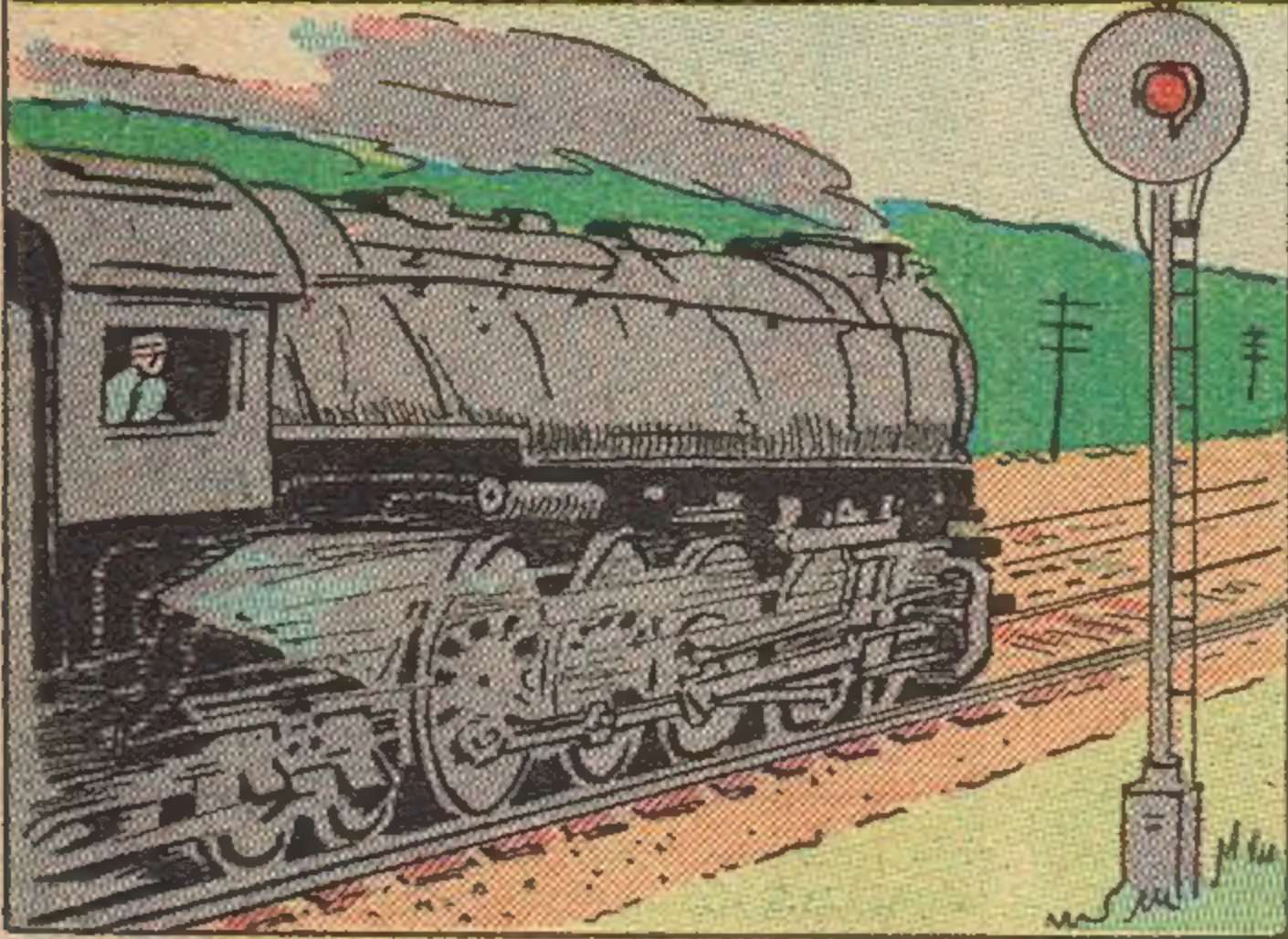
ON A STEAM ENGINE, MANY DEVICES RUN BY STEAM OR COMPRESSED AIR OPEN FIRE DOORS, OPERATE THE STOKER, THE REVERSING GEAR AND BRAKE SYSTEM, OIL MOVING PARTS AND PUMP WATER INTO THE BOILER.

SIX CARS ARE COUPLED INTO THE TRAIN. WHILE THE HEAD BRAKEMAN CONNECTS THE AIR LINE, THE CONDUCTOR GETS THE WAYBILLS FROM THE AGENT. HE CHECKS THE CARS AND THEY ARE READY TO ROLL AGAIN.

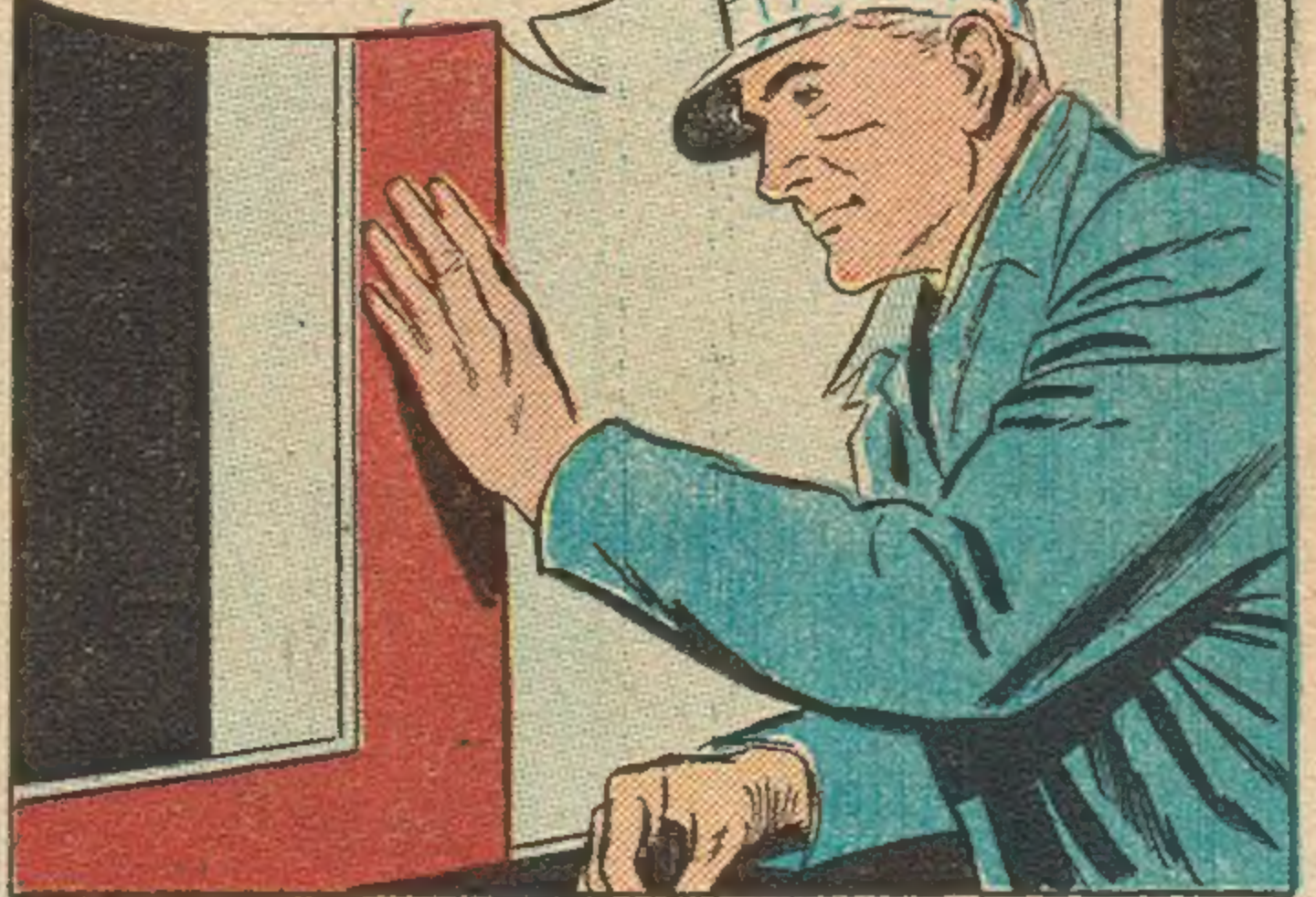


THE CAB OF A LOCOMOTIVE CONTAINS THE CONTROLS REQUIRED IN THE OPERATION OF THE ENGINE AND TRAIN—THE THROTTLE, THE AIR BRAKE CONTROLS, THE SAND CONTROLS AND SEVERAL GAUGES AND INDICATORS WHICH TELL THE ENGINEER AND FIREMAN HOW WELL THE LOCOMOTIVE IS PERFORMING TO START A STEAM ENGINE, THE ENGINEER RELEASES THE AIR BRAKES AND PULLS THE THROTTLE SLOWLY TOWARD HIM. THIS LETS STEAM FROM THE BOILER INTO THE CYLINDERS AND MOVES THE PISTONS. PISTON-ROD, CROSS-HEAD, MAIN-ROD, AND SIDE-RODS ALSO MOVE, TURNING THE DRIVING WHEELS. LOCOMOTIVES ARE GREAT POWER PLANTS ON WHEELS.

NO. 70, NOW HAULING 55 LOADED CARS AND 11 EMPTIES, SPEEDS UP THE DOUBLE-TRACKED MAIN-LINE. DURING THE RUN, THE HEAD-END BRAKEMAN RIDES IN THE ENGINE CAB TO KEEP SAFETY WATCH OVER HEAD-END CARS.



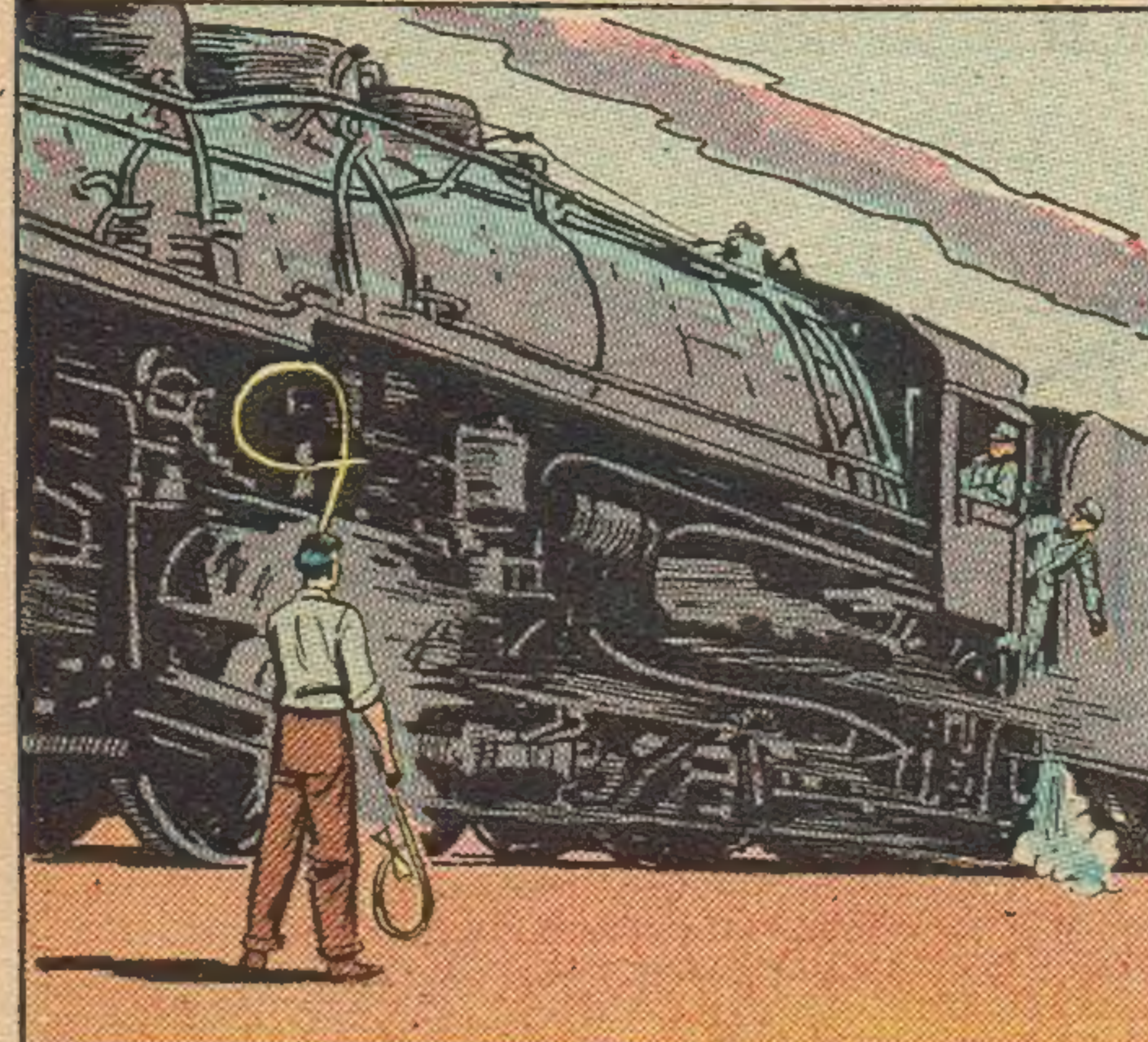
WE'LL PICK UP TRAIN ORDERS PRETTY SOON BECAUSE WE'RE LEAVING C.T.C. WE WATCH THE ORDER BOARDS AT STATIONS AND TOWERS.



GEE! LOOK AT ALL THE REFRIGERATOR CARS!

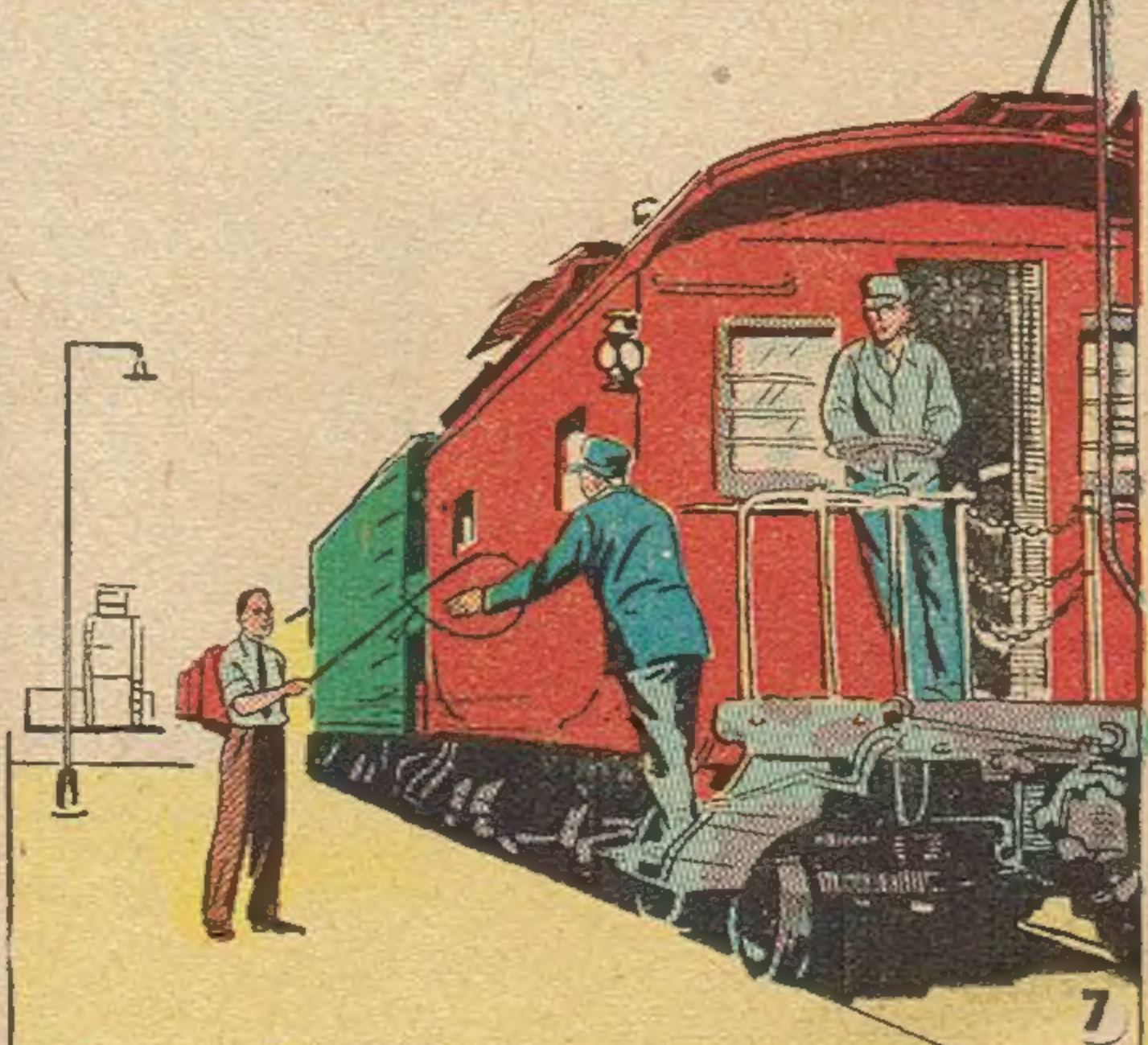
THAT'S THE RED BALL - HANDLES ALL PERISHABLES.

ANOTHER TRAIN RACES BY ON THE SOUTHBOUND TRACK - A SOLID TRAIN OF 'REEFERS' (REFRIGERATOR CARS) - RUSHING FRESH MEATS, BUTTER, EGGS, FRUITS, AND VEGETABLES TO MARKET. IN A YEAR, U.S. RAILROADS HAUL MILLIONS OF TONS OF FARM PRODUCTS, ANIMALS, AND ANIMAL PRODUCTS.



AS NO. 70 PASSES THE NEXT STATION, THE OPERATOR "HANDS UP" ORDERS ON LARGE WOODEN HOOPS. A MEMBER OF THE ENGINE CREW CATCHES ONE HOOP...

... AND CONDUCTOR DAVIS, STANDING ON THE CABOOSE STEPS, GRABS THE SECOND HOOP "ON THE FLY."





"SIGNALS AND COMMUNICATIONS ARE THE EYES AND EARS OF THE RAILROAD. MANY KINDS ARE USED — EVERYTHING FROM SIMPLE HAND, FLAG AND LANTERN SIGNALS TO AUTOMATIC ELECTRONIC CONTROL. MESSAGES ARE GIVEN BY TELEGRAPH, TELEPHONES AND BLOCK SIGNALS."

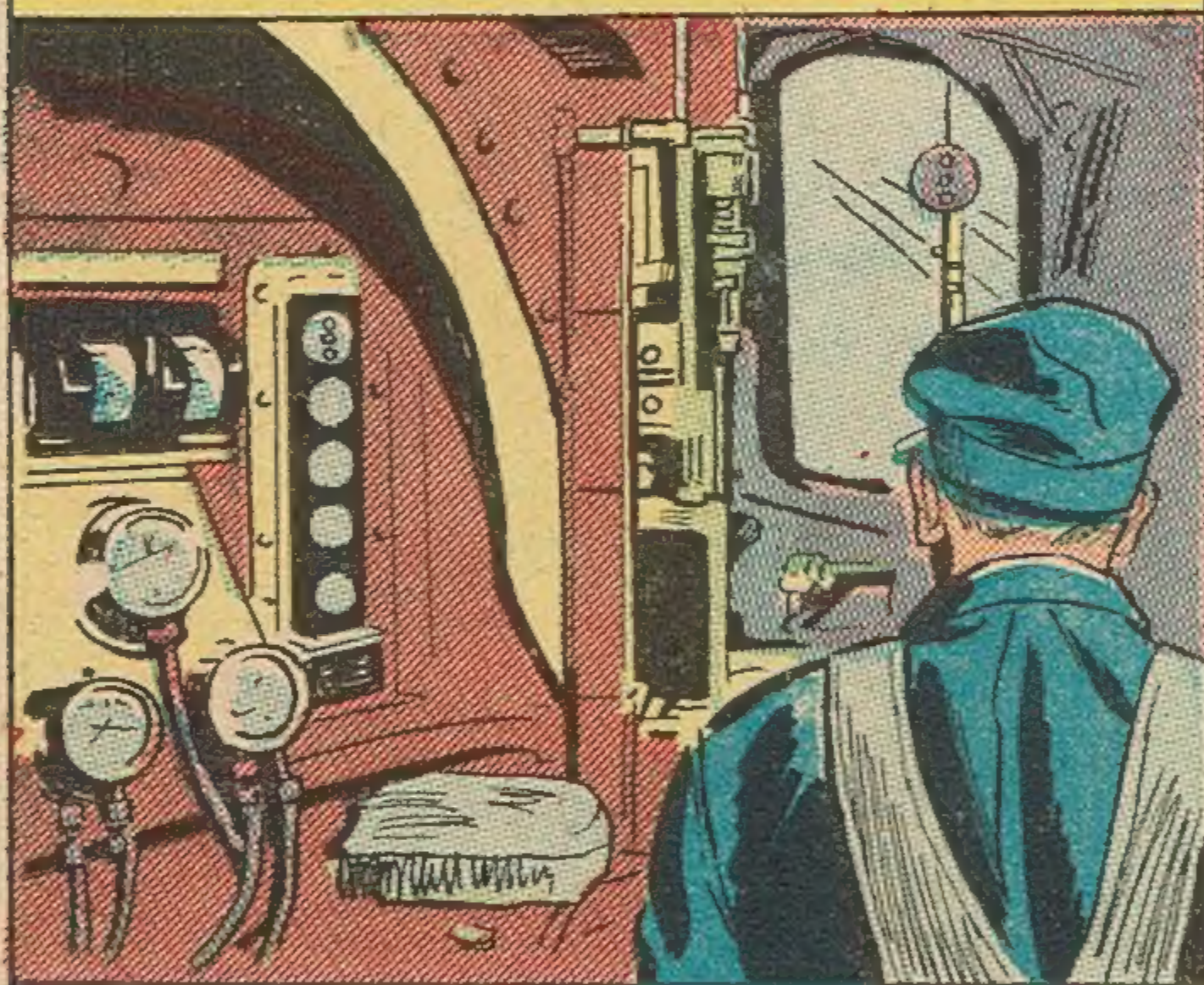


"ON MANY RAILROADS, RADIO IS USED FOR COMMUNICATION BETWEEN MOVING TRAINS AND FIXED POINTS, AND FOR END TO END OF TRAINS, AND IN YARD SERVICE. MANY ROADS USE TWO-WAY, FREQUENCY MODULATION SPACE RADIO, OTHERS USE FIXED POINT TO TRAIN OR 'INDUCTIVE CARRIER' SYSTEM."



"ON THIS RAILROAD'S RADIO-EQUIPPED DIVISIONS, WE USE THE INDUCTIVE CARRIER SYSTEM FOR OVER-THE-ROAD OPERATIONS."

"ON SOME ROADS, SIGNAL INDICATIONS ARE REPEATED ON A PANEL INSIDE THE ENGINE CAB. THE SIGNALS, YOU KNOW, ARE GIVEN BY ELECTRIC CIRCUITS IN THE RAILS."

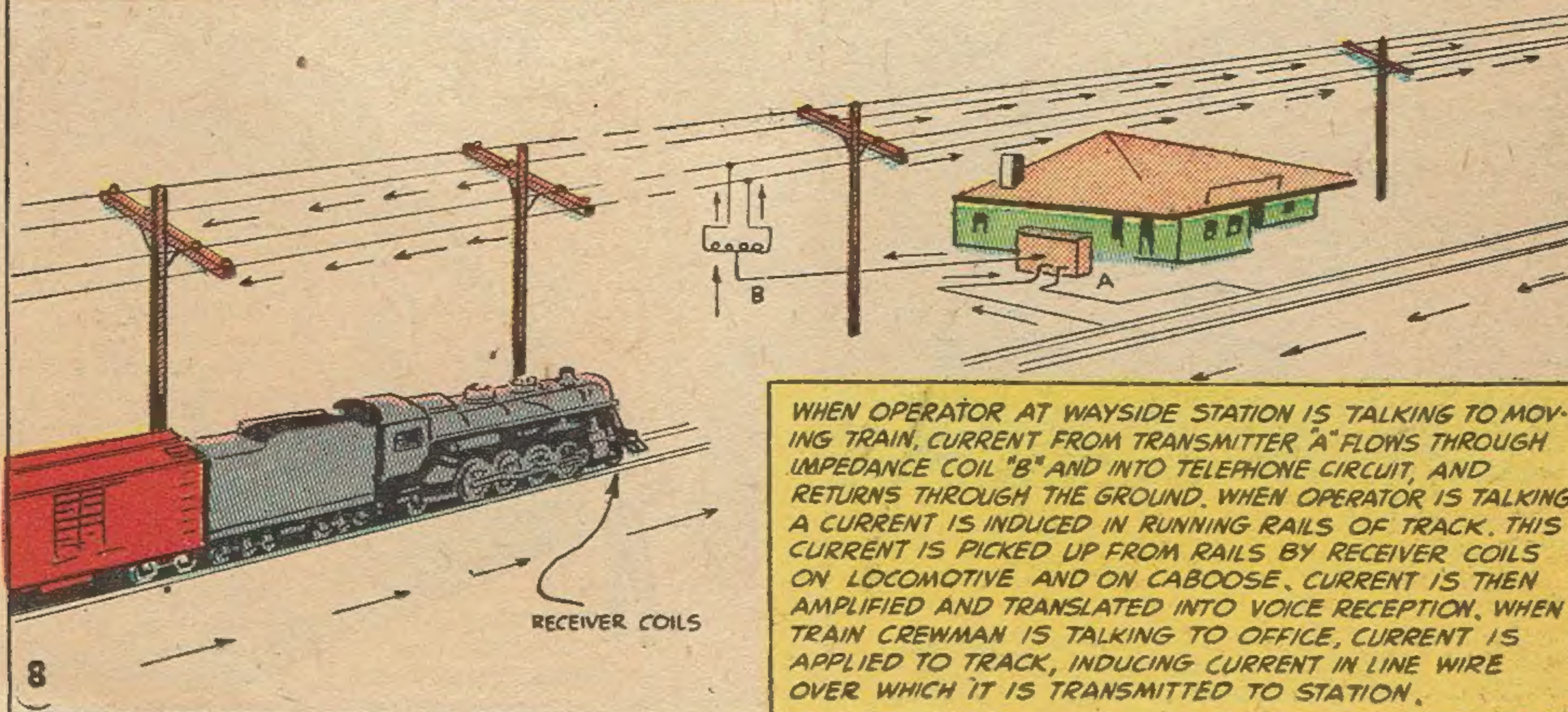


DAD, I KNOW A LITTLE ABOUT RADIO, BUT WHAT ABOUT THIS INDUCTIVE CARRIER SYSTEM?

IT USES THE RAILS, TOO, LIKE SIGNAL CIRCUITS, AND ALSO THE PARALLEL WIRE LINES. I'LL SHOW YOU A DIAGRAM.

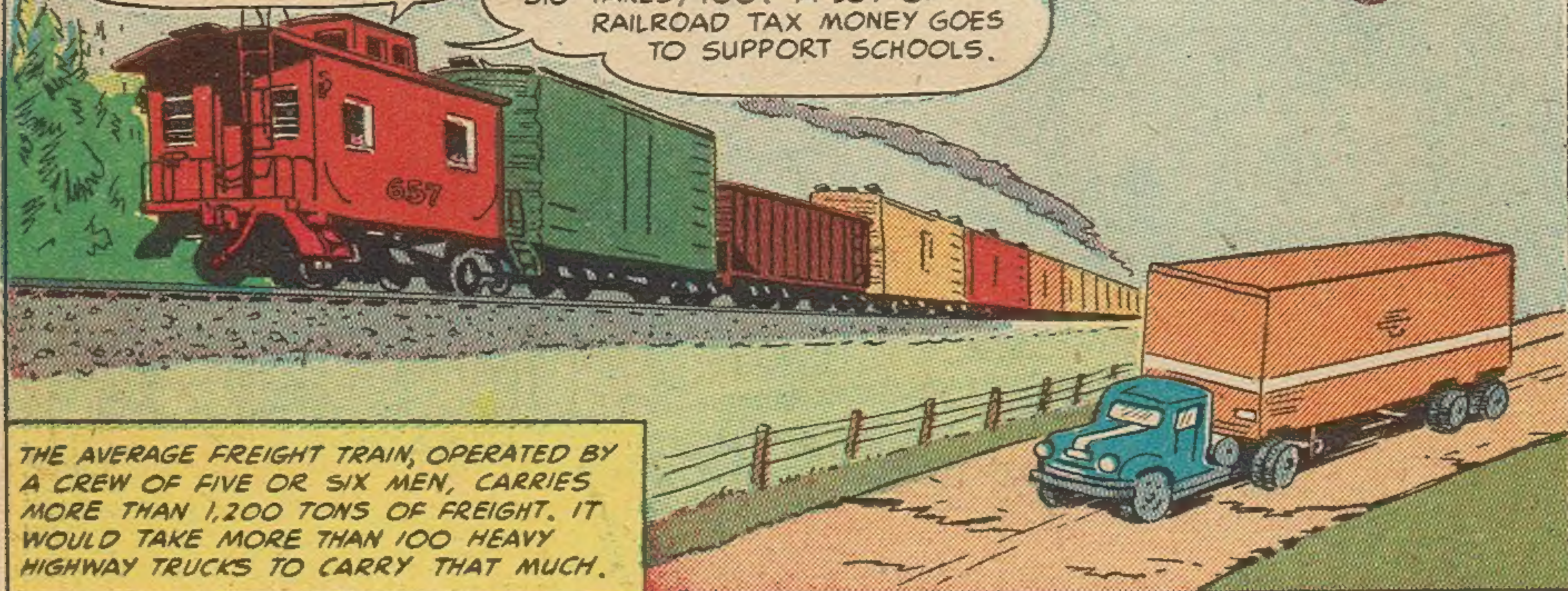


"INDUCTIVE TRAIN COMMUNICATION" — HOW IT WORKS.

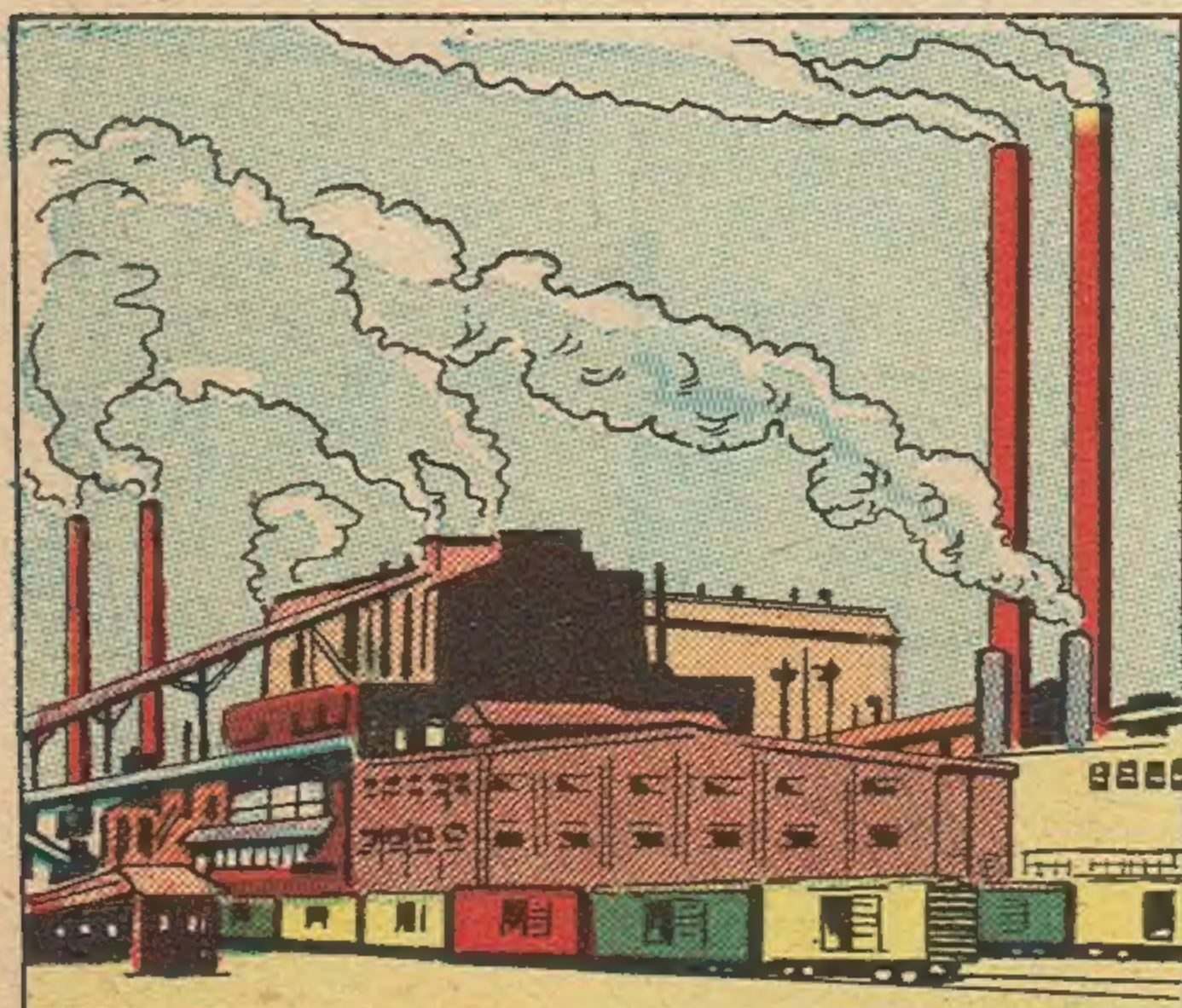


ALL THESE SIGNALS AND EVERYTHING MUST COST A LOT. DO THE RAILROADS PAY FOR ALL OF IT THEMSELVES?

THEY CERTAINLY DO! THEY PAY FOR ALL THEIR OWN ROADWAYS, SIGNALS, STATIONS, YARDS AND UPKEEP. THEY DON'T HAVE FACILITIES BUILT FOR THEM AT PUBLIC EXPENSE. AND THEY PAY BIG TAXES, TOO. A LOT OF RAILROAD TAX MONEY GOES TO SUPPORT SCHOOLS.

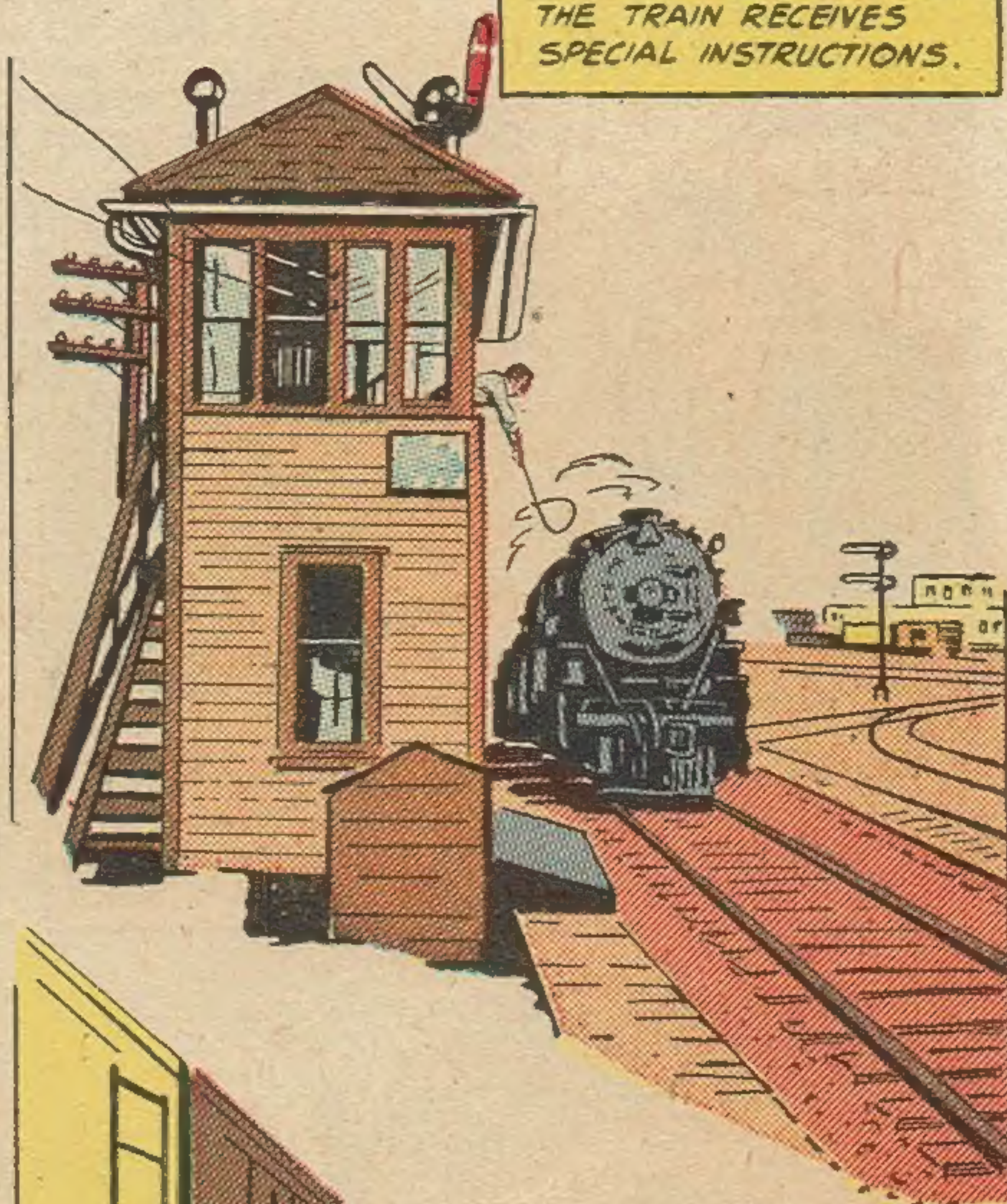


THE AVERAGE FREIGHT TRAIN, OPERATED BY A CREW OF FIVE OR SIX MEN, CARRIES MORE THAN 1,200 TONS OF FREIGHT. IT WOULD TAKE MORE THAN 100 HEAVY HIGHWAY TRUCKS TO CARRY THAT MUCH.



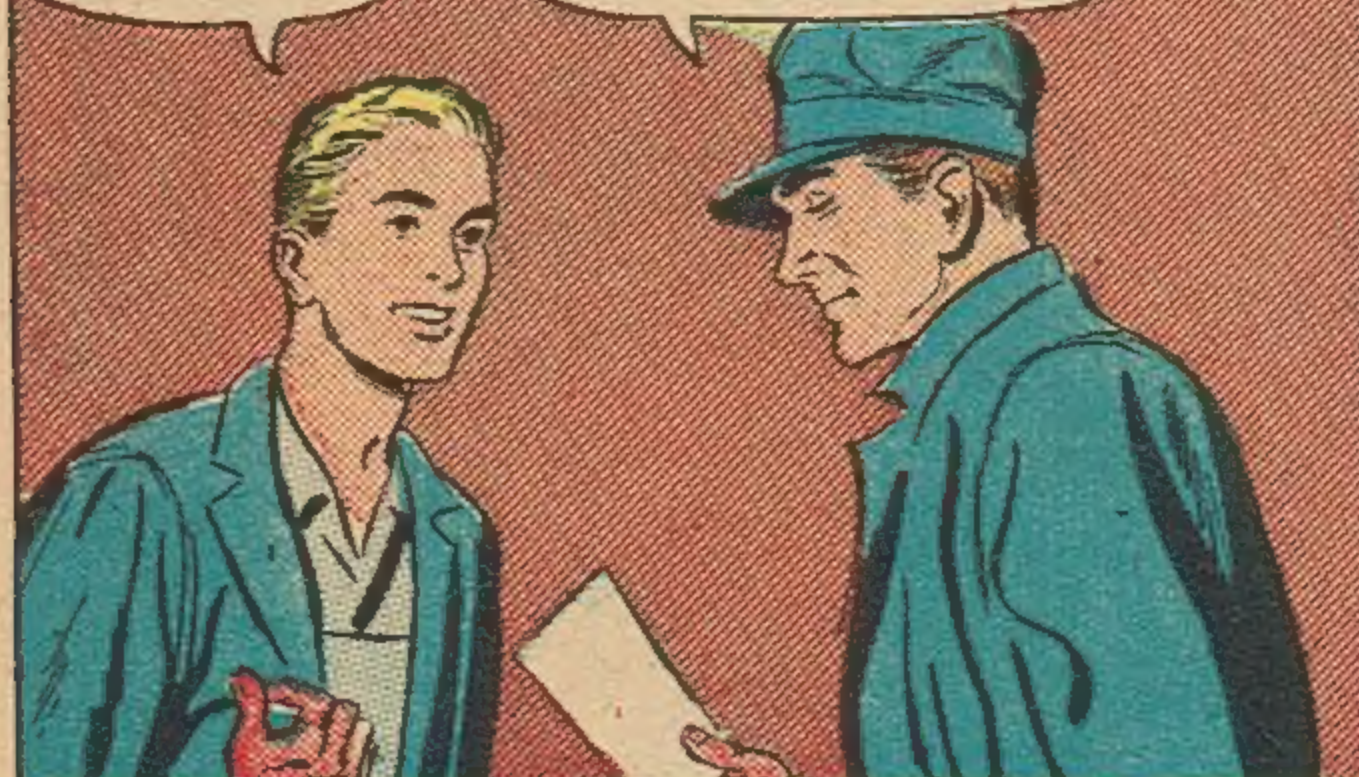
AS No. 70 NEARS RIVERSIDE, FACTORIES AND FREIGHT SIDINGS INCREASE ALONG THE RIGHT-OF-WAY. FREIGHT CARS CARRYING RAW MATERIALS AND FUEL ARE BEING UNLOADED; OTHER CARS ARE BEING FILLED WITH MANUFACTURED GOODS.

APPROACHING THE YARD, THE TRAIN RECEIVES SPECIAL INSTRUCTIONS.

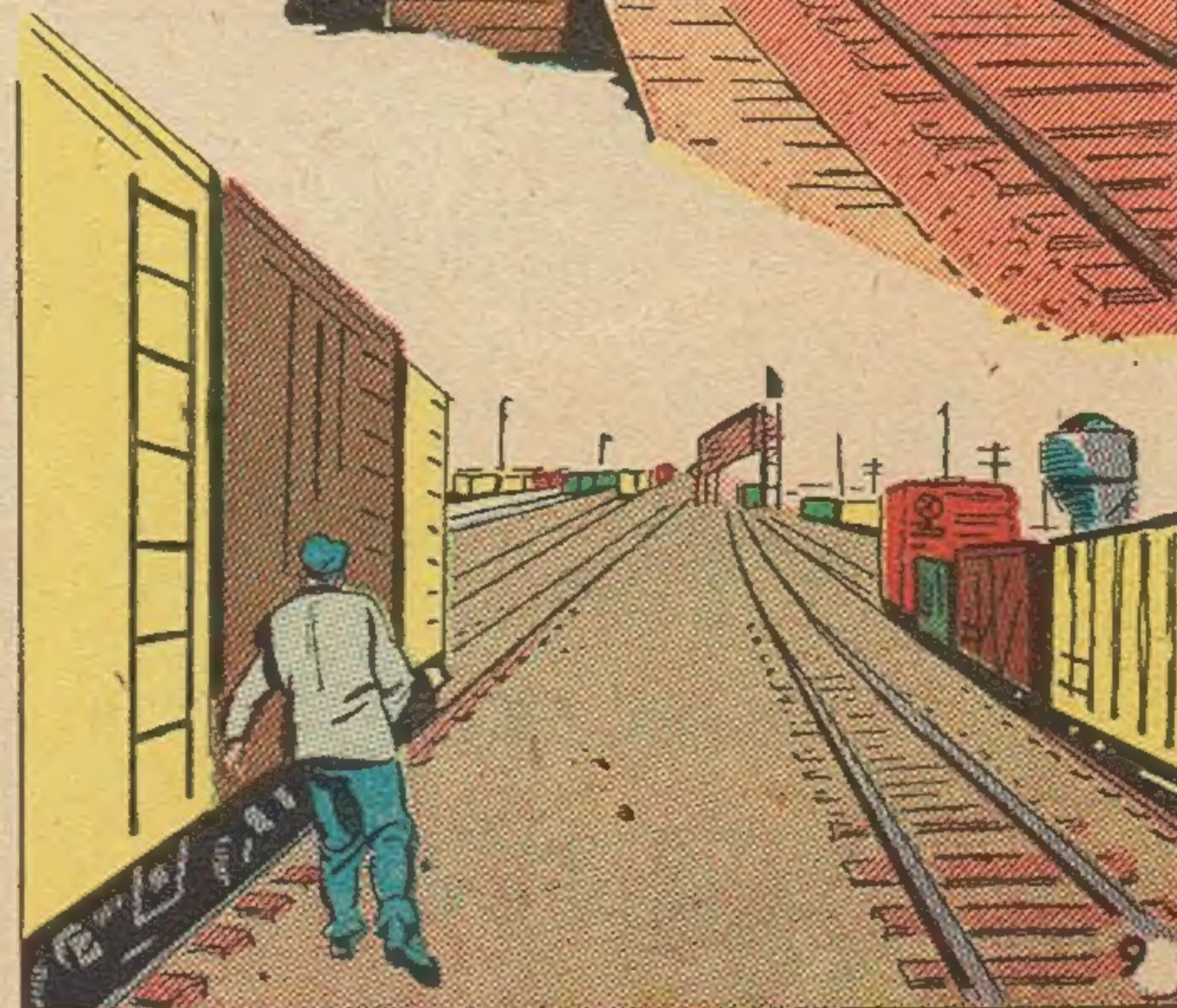


WHAT ARE WE GOING TO DO HERE IN RIVERSIDE?

ORDERS ARE TO SET OFF TEN CARS ON No. 9 TRACK. THEN WE'LL HIGHBALL AGAIN.



THE TRAIN SLOWS SPEED AND "DRIFTS" INTO RIVERSIDE, AN INTERCHANGE POINT WITH TWO OTHER RAILROADS, AND HEADS FOR THE YARDS ON THE OTHER SIDE OF THE CITY.



THE TRAIN STOPS. A YARD BRAKEMAN CUTS OFF THE ENGINE AND FIRST TEN CARS. LOCOMOTIVE PUSHES THEM ONTO No. 9 TRACK. TEN MINUTES FROM TIME SHE ARRIVES, No. 70 IS ON HER WAY AGAIN.

CONDUCTOR DAVIS SAYS, "LOOK OVER THERE, RANDY, WHERE THE WESTERN SUBDIVISION BRANCHES OFF THE MAINLINE. THAT'S ONE OF OUR NEW DIESEL ROAD-SWITCHERS HAULING A LOCAL FREIGHT."



WE'LL EAT OUR LUNCH NOW, AND THEN RED'LL COME DOWN AND EAT HIS. I GUESS YOU'RE HUNGRY BY THIS TIME!

GEE, THERE'S BEEN SO MUCH TO WATCH, I FORGOT ALL ABOUT EATING.

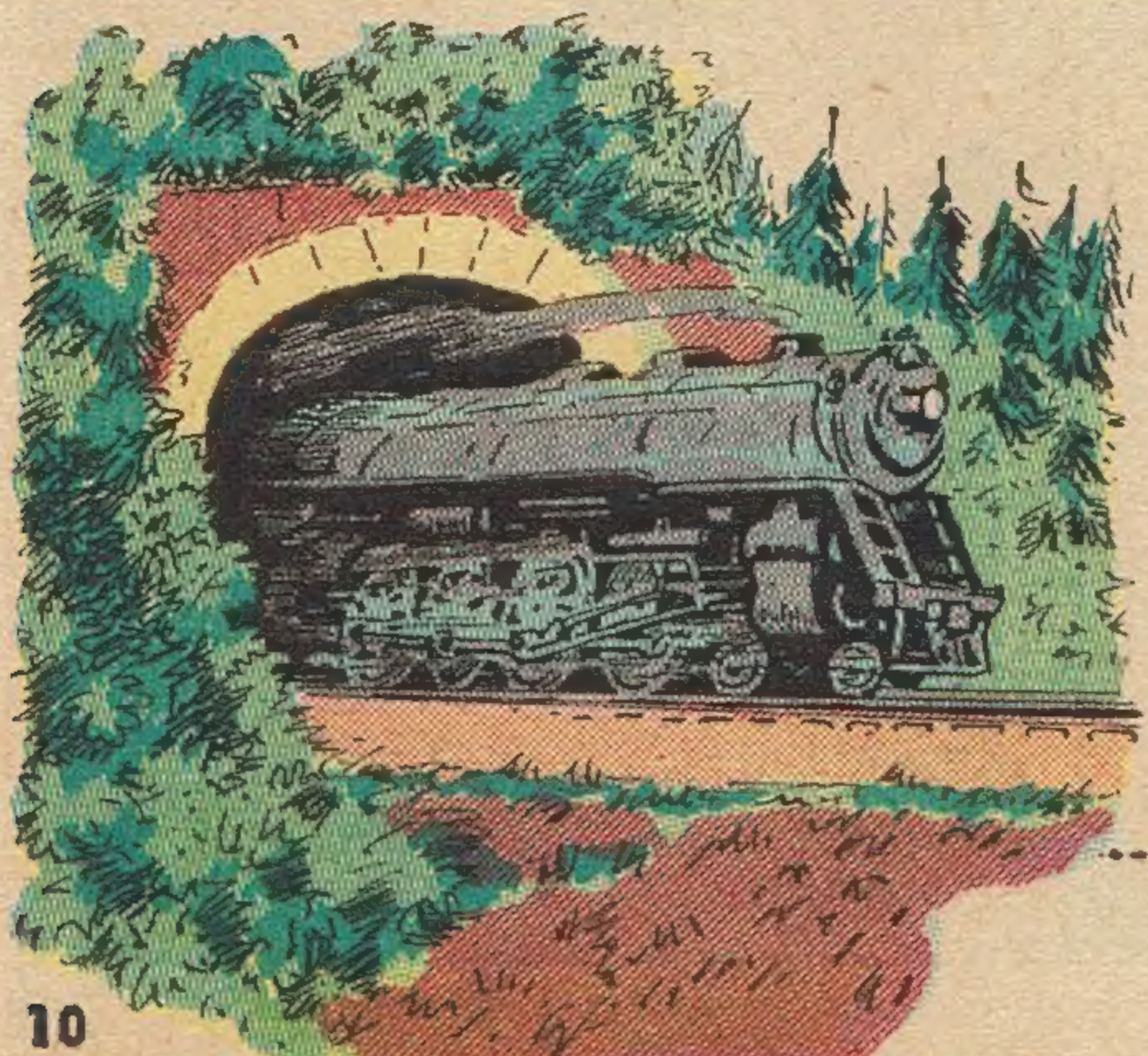
MOM FIXED US A SWELL LUNCH.

I'LL MAKE A FRESH POT OF COFFEE.

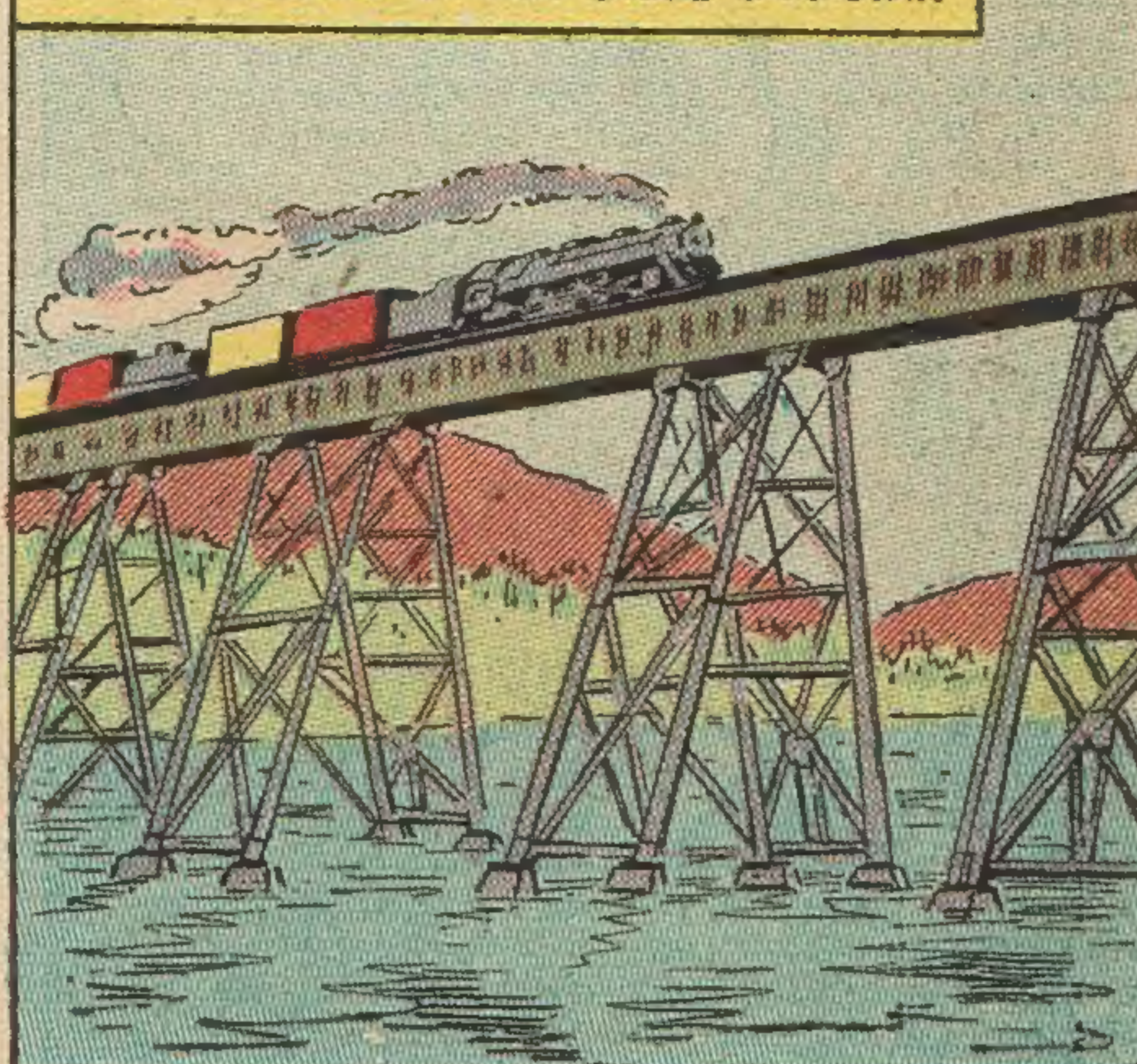


AS NO. 70 SPEEDS ON BEYOND THE SUBDIVISION JUNCTION, CONDUCTOR DAVIS "BOOKS" CARS PICKED UP EN ROUTE, RETURNS TO THE CUPOLA TO WATCH HIS TRAIN, CHECKS FREQUENTLY THE ORDERS PERTAINING TO ITS MOVEMENT.

WE'LL GO UP IN THE CUPOLA SO RED CAN EAT.



...RIDES ACROSS A HIGH STEEL BRIDGE...



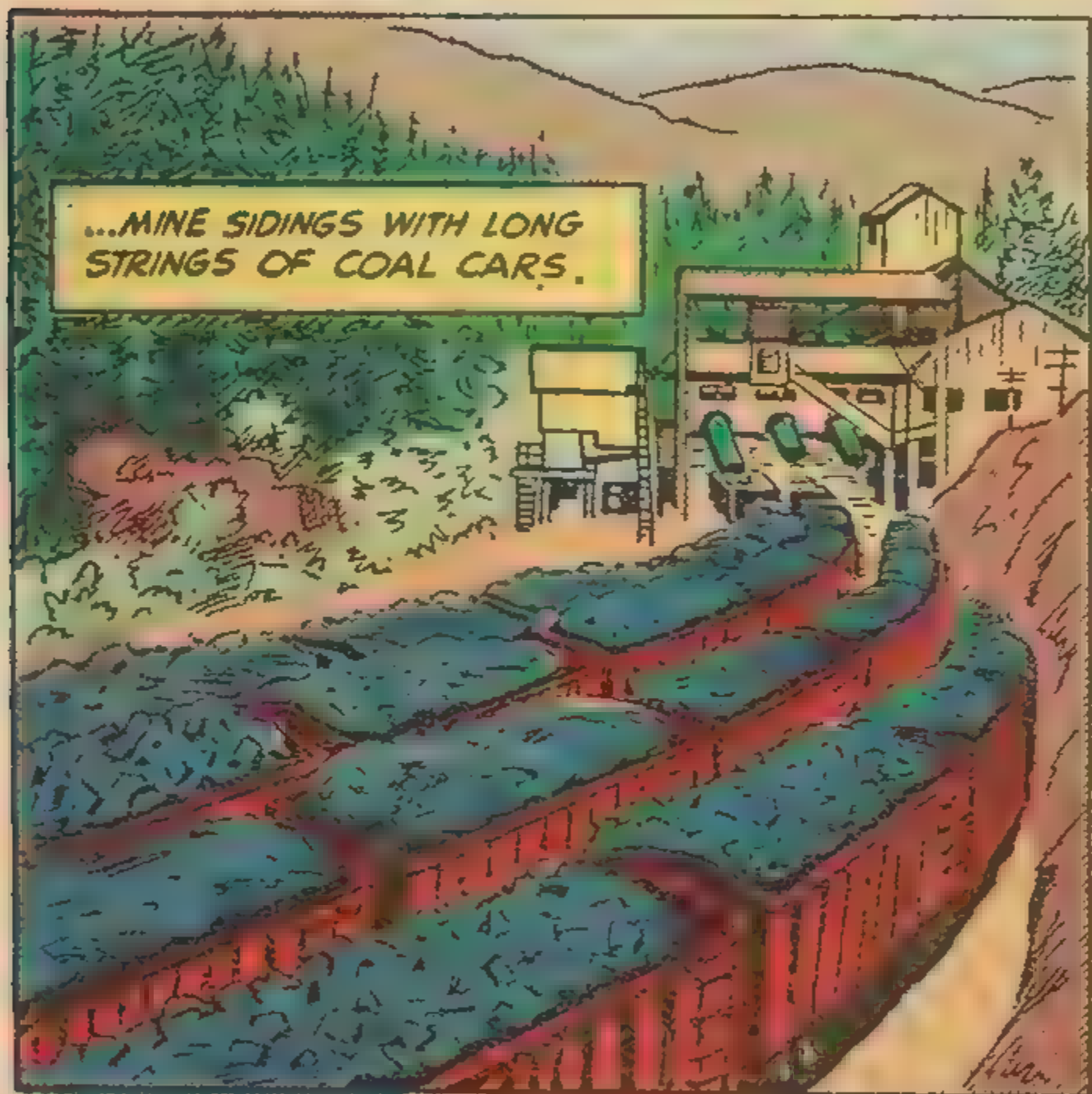
... PASSES THROUGH LITTLE VILLAGES, CLICKING OVER CROSSINGS...



... GOES BY SIDETRACKS WHERE CARS ARE BEING LOADED WITH LUMBER AND PULPWOOD...

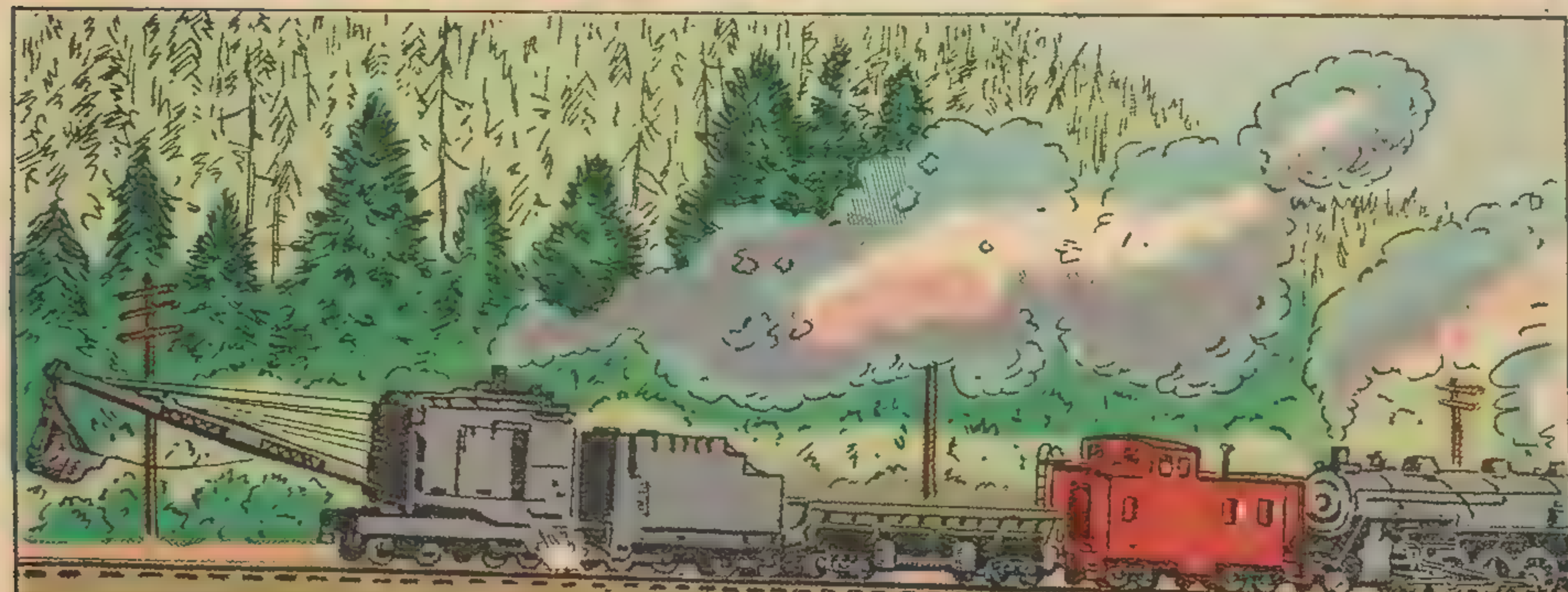
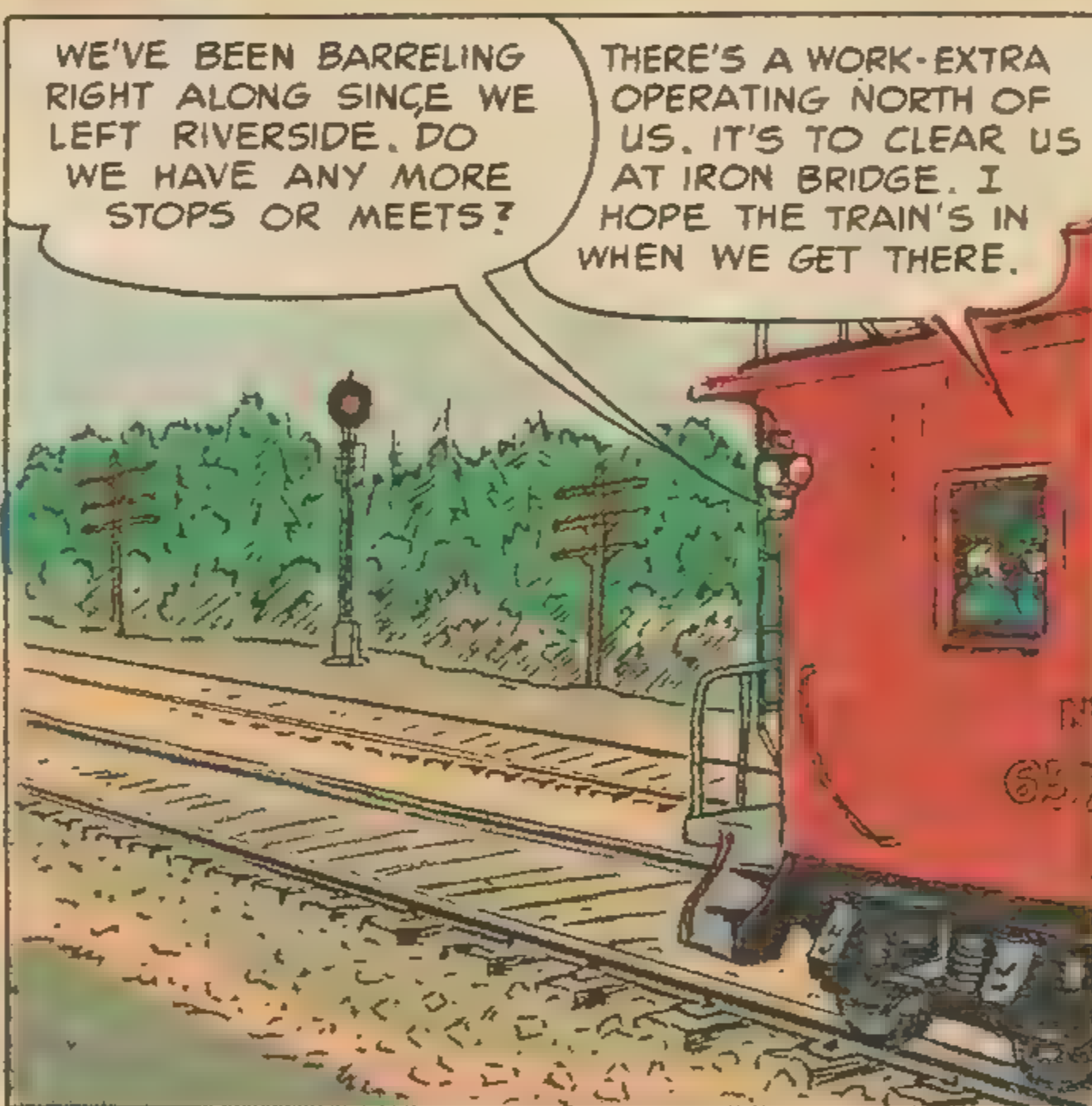


...MINE SIDINGS WITH LONG STRINGS OF COAL CARS.



WE'VE BEEN BARRELING RIGHT ALONG SINCE WE LEFT RIVERSIDE. DO WE HAVE ANY MORE STOPS OR MEETS?

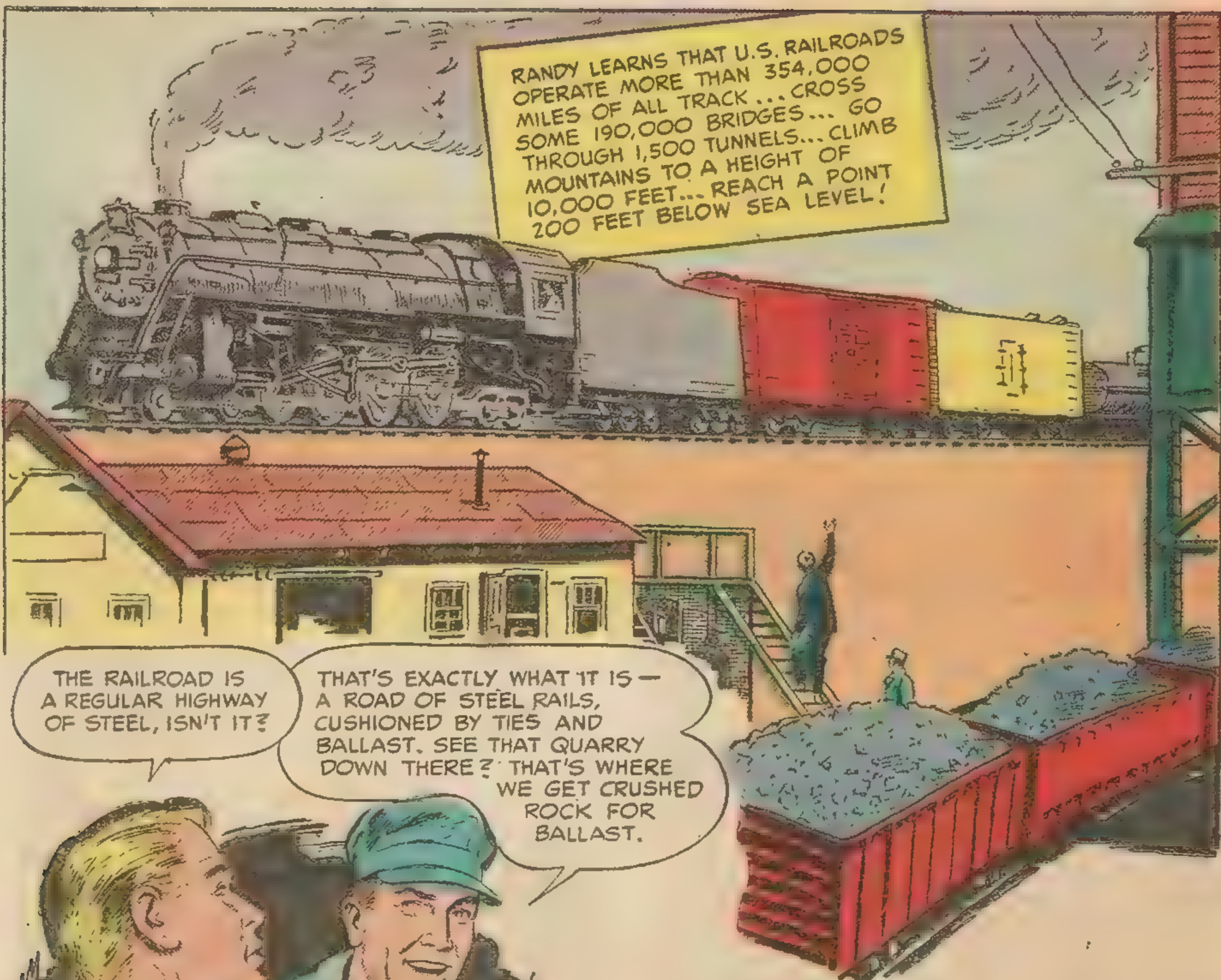
THERE'S A WORK-EXTRA OPERATING NORTH OF US. IT'S TO CLEAR US AT IRON BRIDGE. I HOPE THE TRAIN'S IN WHEN WE GET THERE.



THE WORK-EXTRA IS ON THE SIDING WAITING FOR NO. 70 TO PASS. TRAIN CREWS IDENTIFY EACH OTHER AS THE FREIGHT ROLLS BY. WITH SPECIAL MACHINES AND EQUIPMENT, RAILROAD MAINTENANCE-OF-WAY WORKERS KEEP THE TRACKS SAFE AND STRONG ALL ALONG THE LINE.

11

RANDY LEARNS THAT U.S. RAILROADS OPERATE MORE THAN 354,000 MILES OF ALL TRACK... CROSS SOME 190,000 BRIDGES... GO THROUGH 1,500 TUNNELS... CLIMB MOUNTAINS TO A HEIGHT OF 10,000 FEET... REACH A POINT 200 FEET BELOW SEA LEVEL!

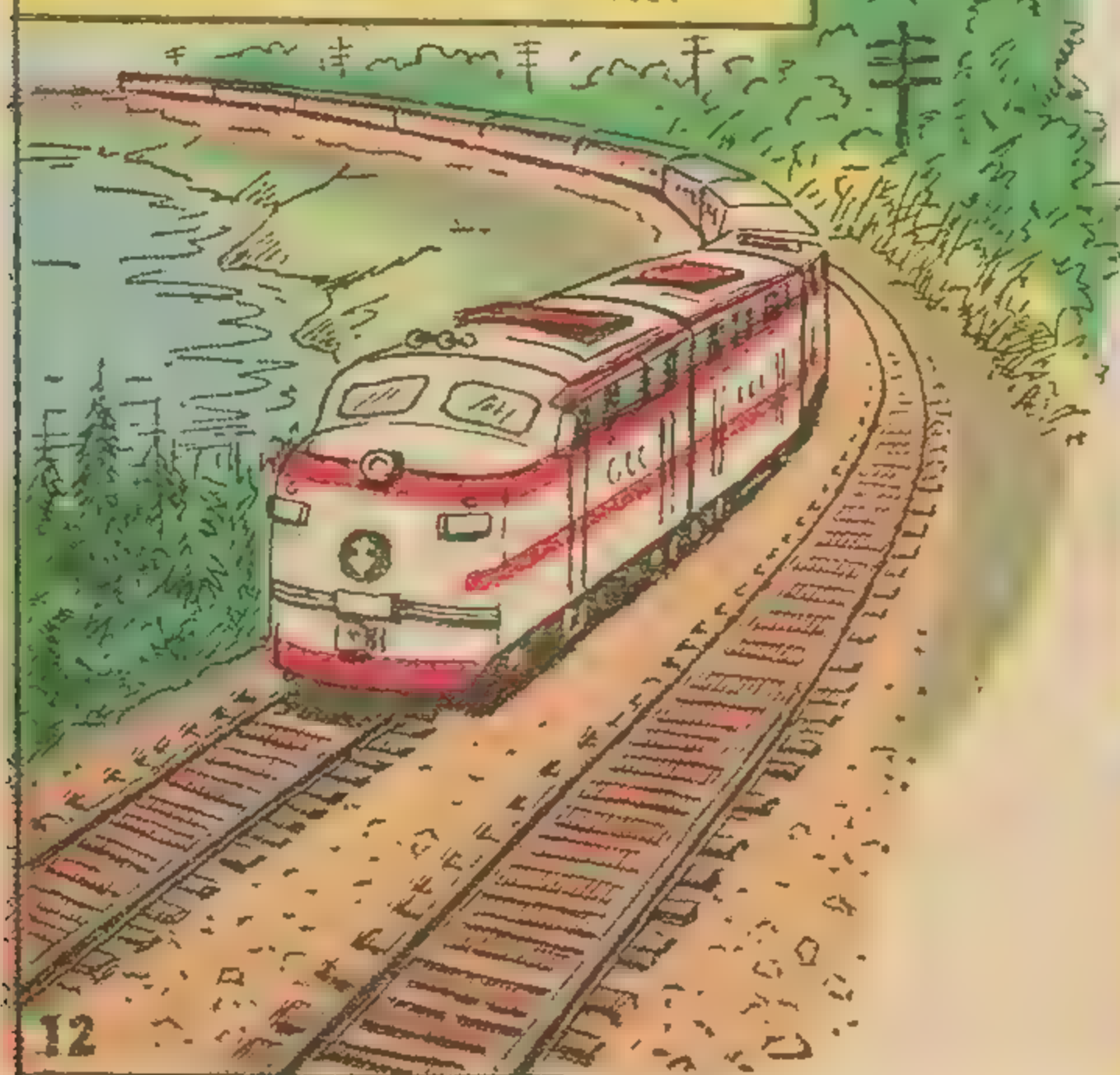


THE RAILROAD IS A REGULAR HIGHWAY OF STEEL, ISN'T IT?

THAT'S EXACTLY WHAT IT IS — A ROAD OF STEEL RAILS, CUSHIONED BY TIES AND BALLAST. SEE THAT QUARRY DOWN THERE? THAT'S WHERE WE GET CRUSHED ROCK FOR BALLAST.

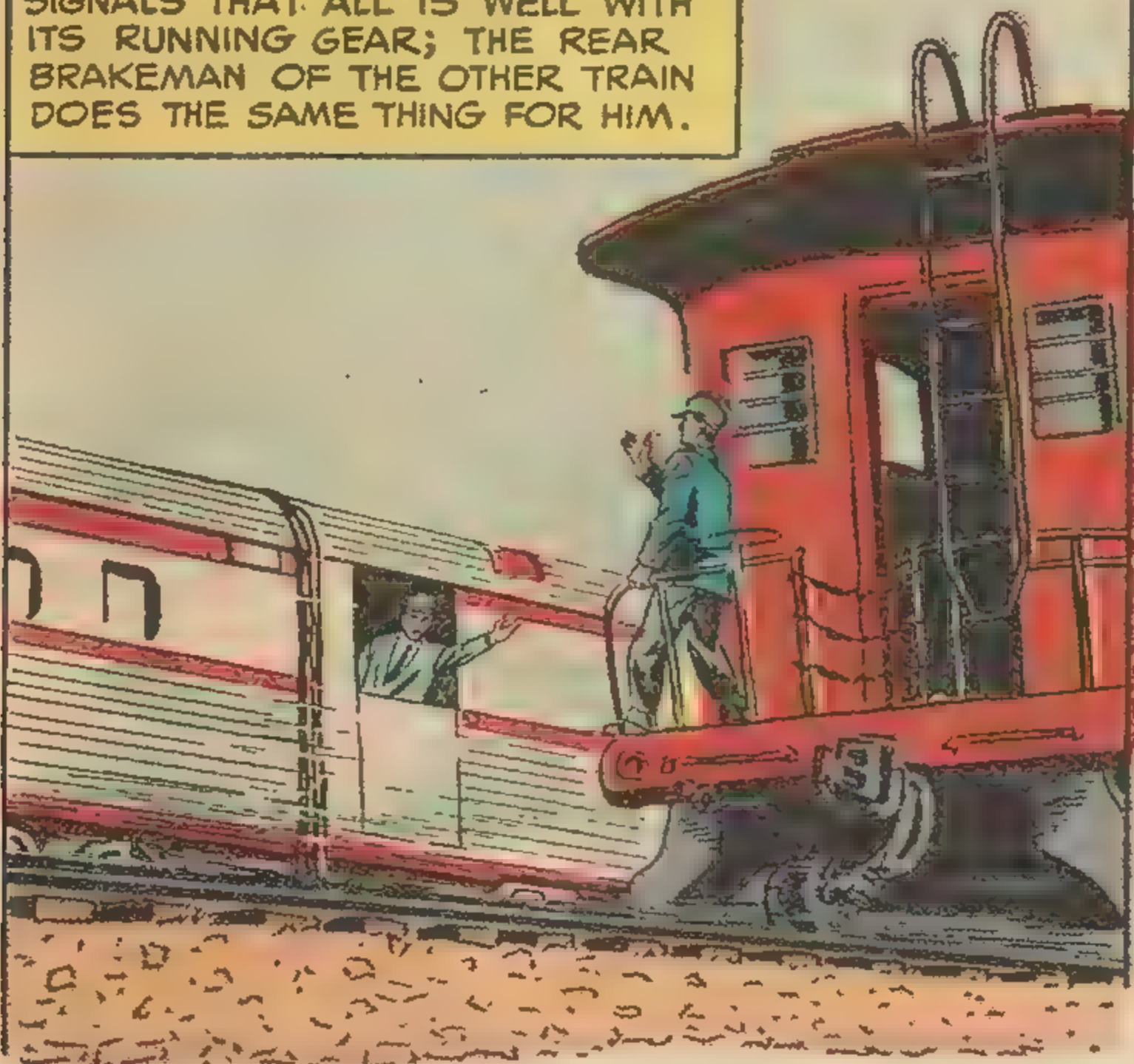
THAT'S THE FAST MAIL AND EXPRESS — NO. 11 — MAKING UP TIME.

A PASSENGER TRAIN APPROACHES ON THE OPPOSITE TRACK...

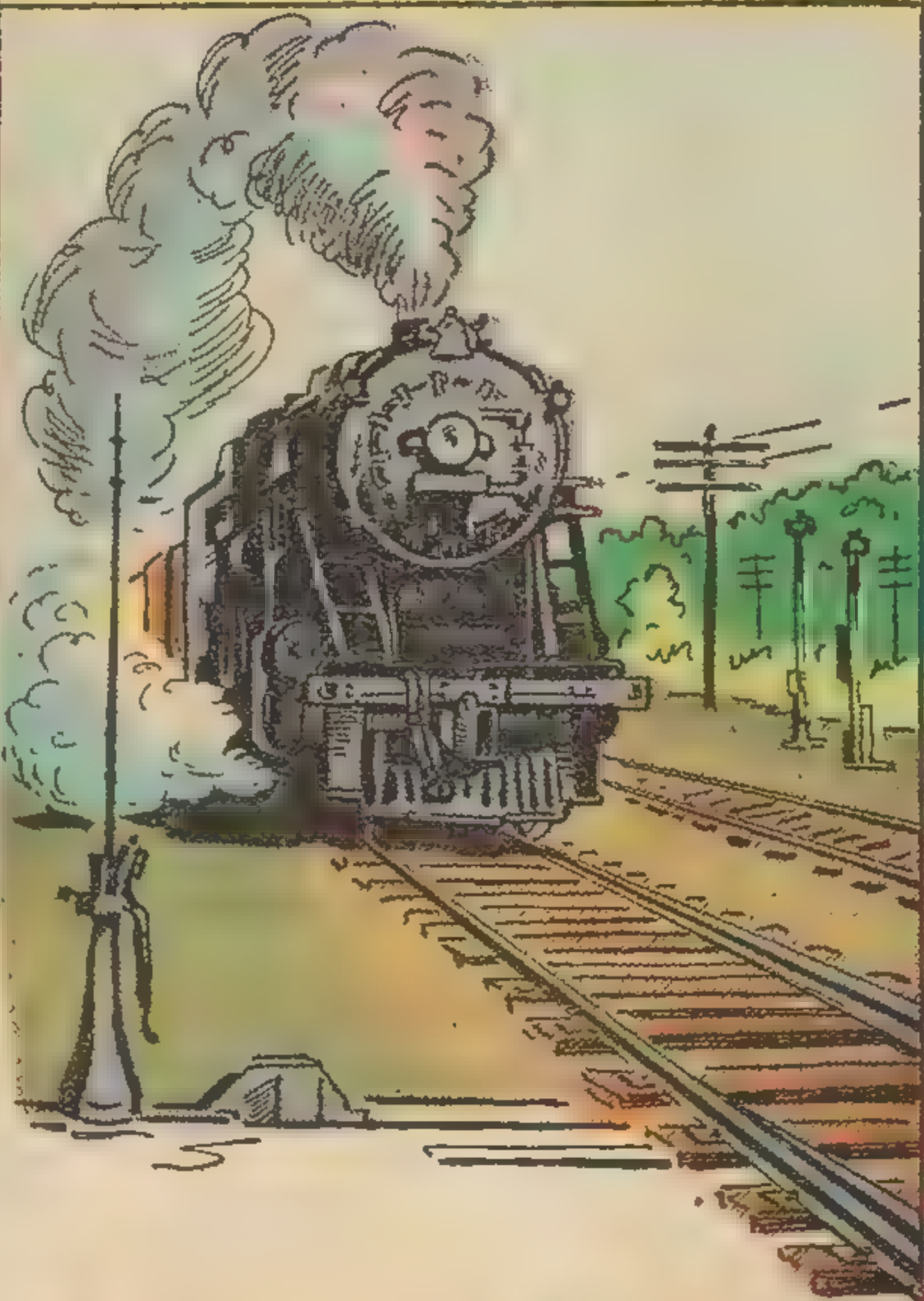


...AND CONDUCTOR DAVIS TAKES A POSITION ON THE CABOOSE PLATFORM. RANDY NOTICES THAT THE CONDUCTOR OR REAR BRAKEMAN ACKNOWLEDGES SAFETY SIGNALS FROM STATION AGENTS, TOWERMEN AND OTHER RAILROADERS WHO INSPECT TRAIN AS IT PASSES.

TO THE PASSING TRAIN, MR. DAVIS SIGNALS THAT ALL IS WELL WITH ITS RUNNING GEAR; THE REAR BRAKEMAN OF THE OTHER TRAIN DOES THE SAME THING FOR HIM.



IN C.T.C. TERRITORY AGAIN, NO. 70 PROCEEDS ON SIGNAL INDICATION OVER THE LAST 30 MILES OF THE RUN.



WHY ARE WE STOPPING HERE?

THEY'RE PUTTING US ON THE PASSING TRACK. THE DISPATCHER'S GOING TO HIGHBALL A SPECIAL BY US.

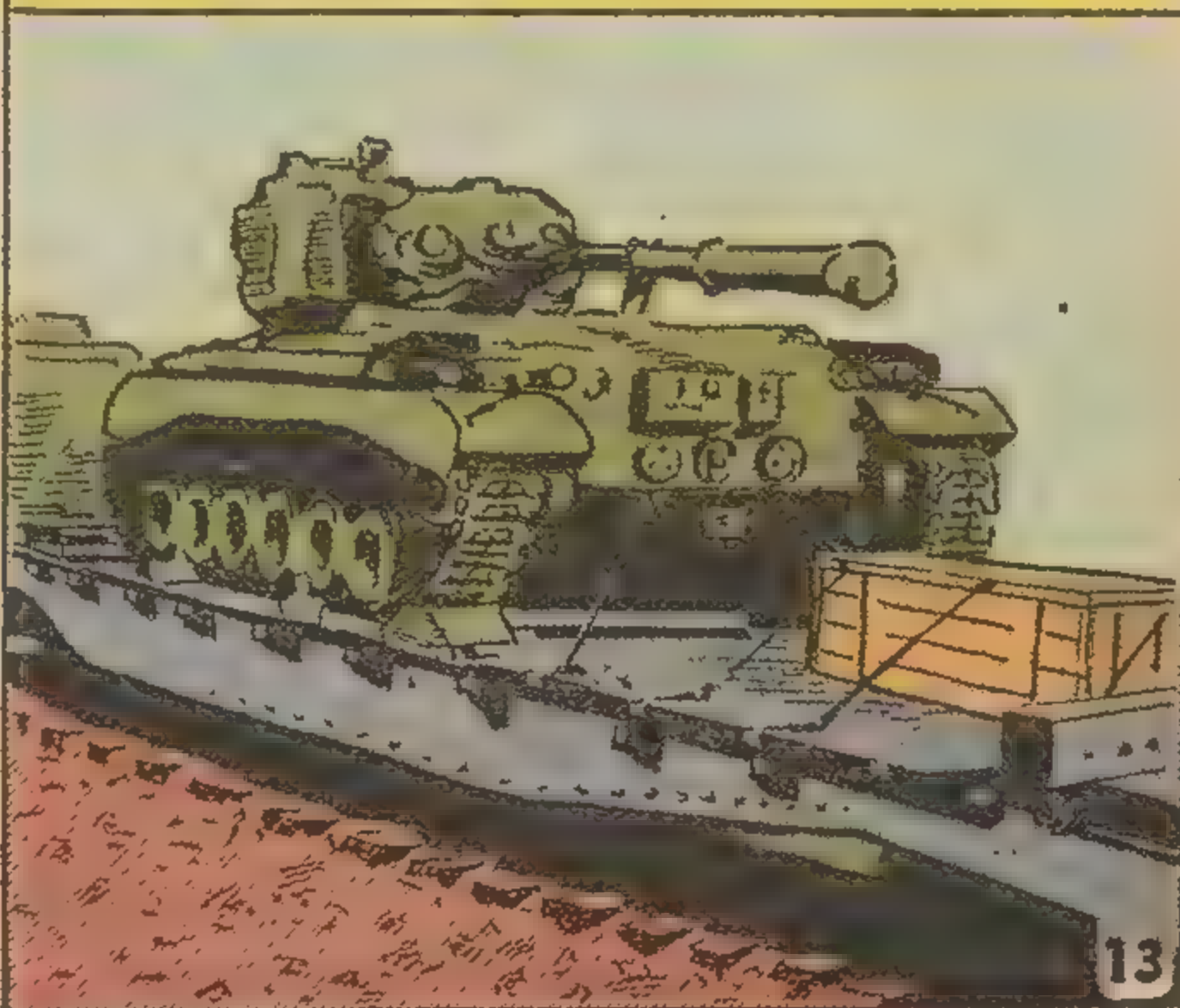


ADVANCED TO THE NEXT STATION, THE TRAIN SWITCHES FROM THE MAIN-LINE TO A PASSING TRACK.

A FEW MINUTES LATER, ANOTHER FREIGHT COMES HIGHBALLING UP THE MAIN. THE BIG, THREE-UNIT DIESEL ROARS BY...



... WITH CAR AFTER CAR OF MILITARY EQUIPMENT BEING RUSHED TO A PORT OF EMBARKATION — A LONG, HEAVY TRAIN SPEEDING MATERIALS FOR THE DEFENSE OF AMERICA.



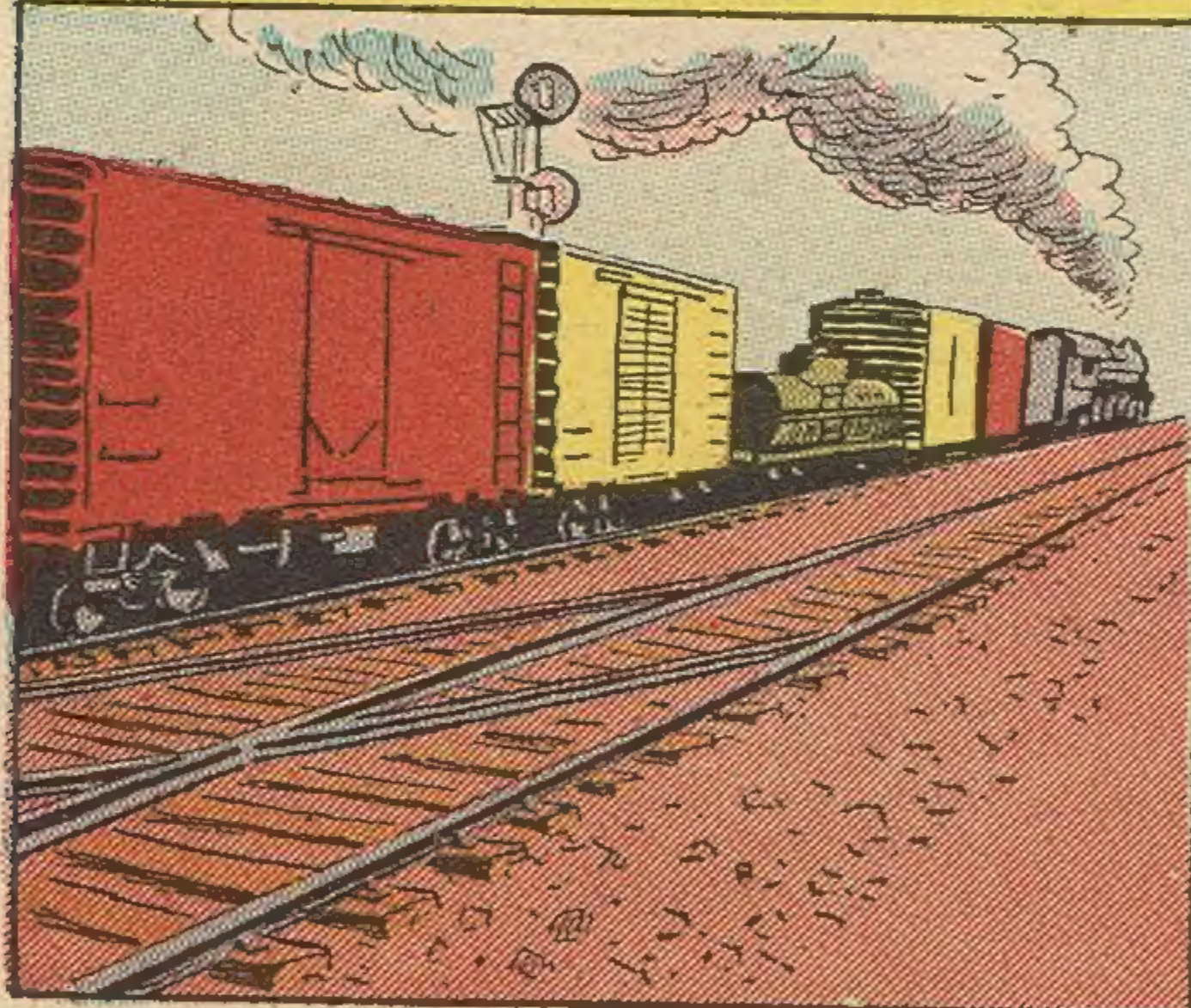
BOY! LOOK AT ALL THE ARMY TANKS! I GUESS RAILROADS ARE REALLY IMPORTANT TO NATIONAL DEFENSE.



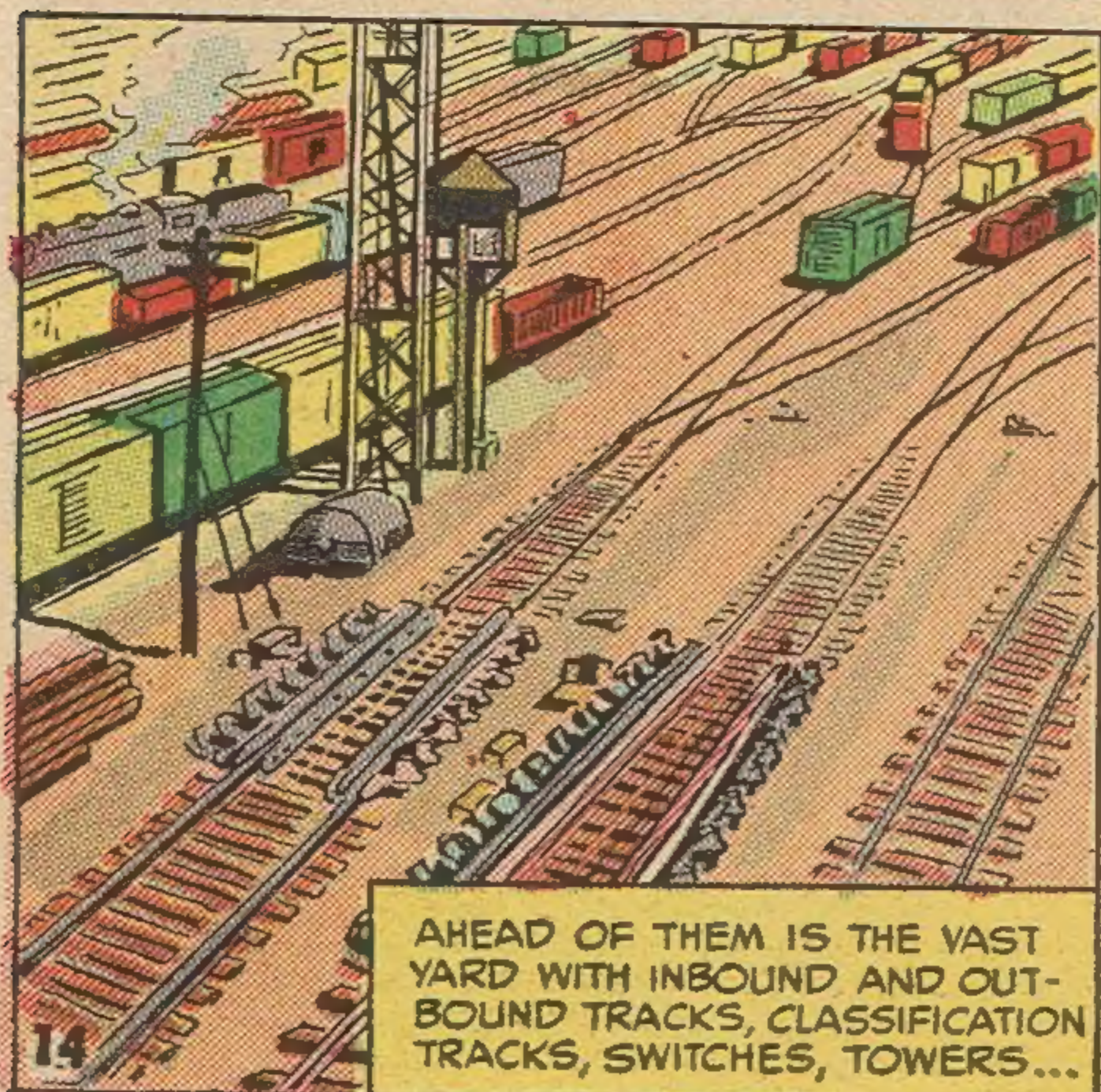
THERE WOULDN'T BE ANY NATIONAL DEFENSE WITHOUT RAILROADS! DURING WORLD WAR II, RAILROADS CARRIED MORE THAN 90 PERCENT OF ALL MILITARY FREIGHT. THEY ALSO HANDLED 97 PERCENT OF ALL ORGANIZED MILITARY TRAVEL.



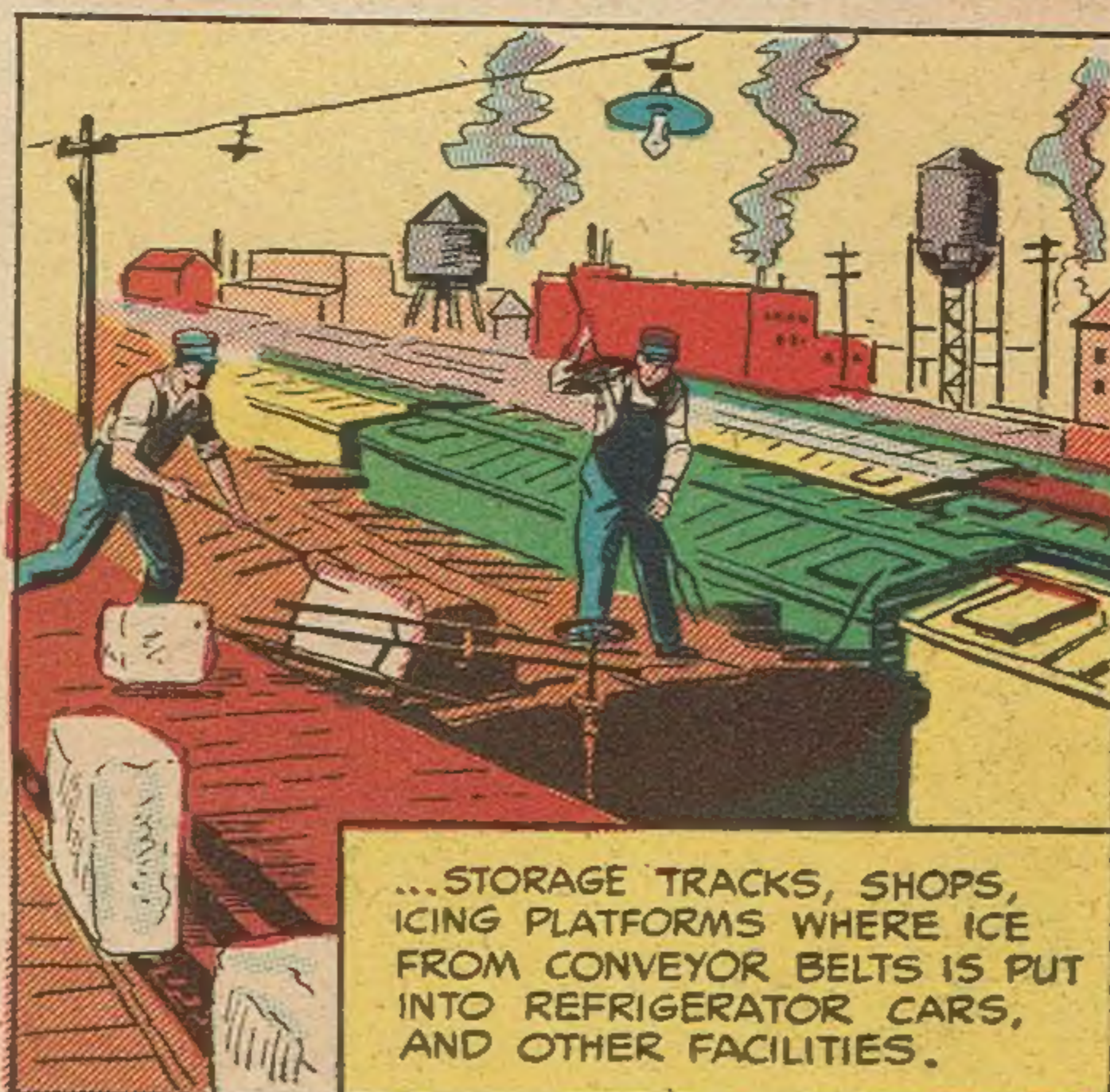
THE CABOOSE WHIZZES BY. "MARKERS OKAY!" YELLS RED, MEANING THAT IT IS A COMPLETE TRAIN. NO. 70 ROLLS AGAIN...



...AND SOON RUMBLES ACROSS A BRIDGE INTO THE TERMINAL.



AHEAD OF THEM IS THE VAST YARD WITH INBOUND AND OUTBOUND TRACKS, CLASSIFICATION TRACKS, SWITCHES, TOWERS...



...STORAGE TRACKS, SHOPS, ICING PLATFORMS WHERE ICE FROM CONVEYOR BELTS IS PUT INTO REFRIGERATOR CARS, AND OTHER FACILITIES.



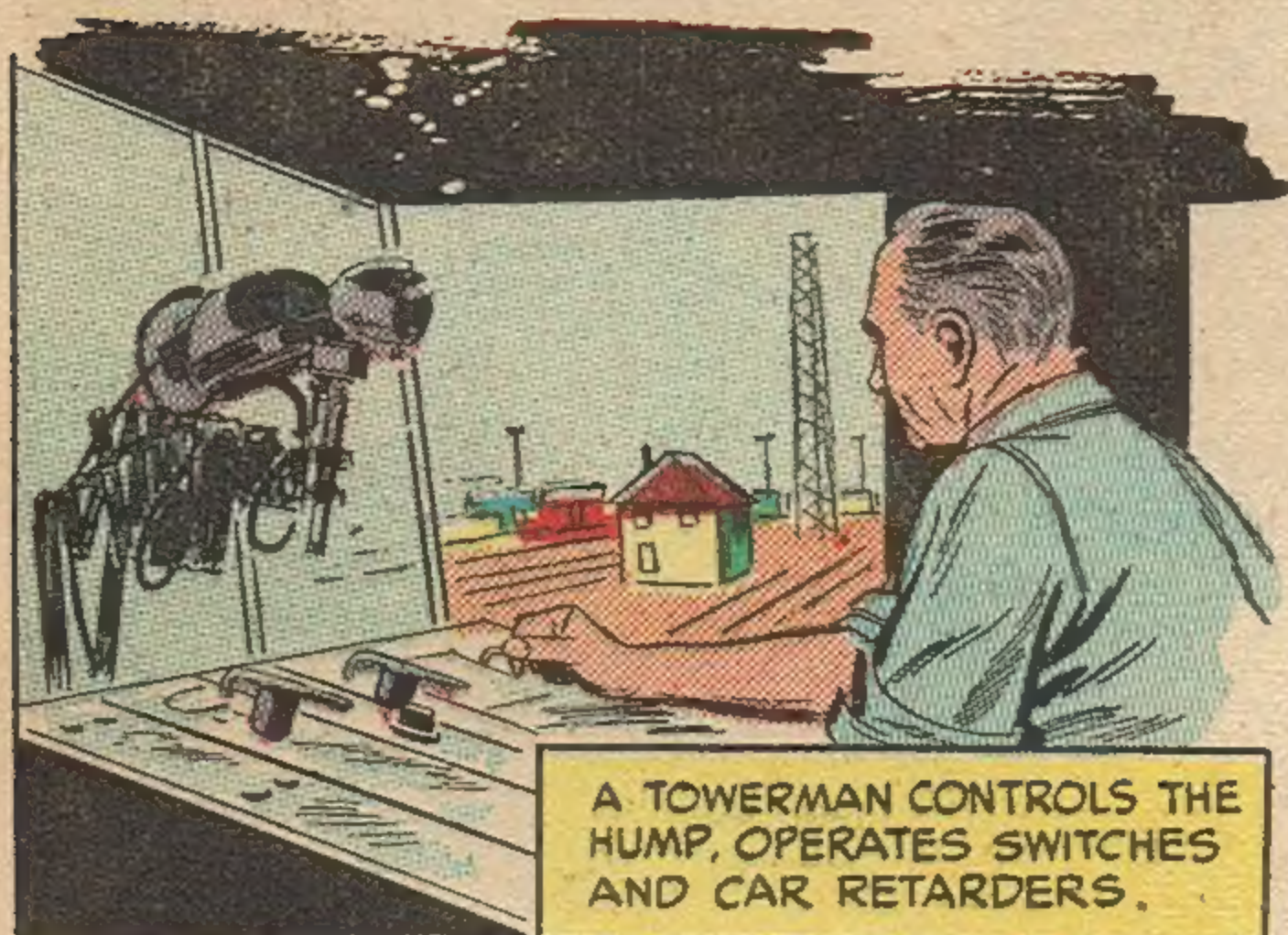
NO. 70 CLEARS MAINLINE INTO RECEIVING YARD. ON THE CLASSIFICATION TRACKS, "HUMP OPERATIONS" ARE IN PROGRESS.

THIS IS A BIG YARD, RANDY. IT HAS A HUNDRED MILES OF TRACK AND HANDLES A COUPLE OF MILLION CARS A YEAR. AUTOMATIC DEVICES, TWO-WAY RADIO AND SIGNALS KEEP SHIPMENTS MOVING IN RIGHT TRAINS AND ON RIGHT TRACKS.

I'LL SAY! LOOK AT ALL THE TRACKS AND CARS. YOU'D THINK THEY'D GET ALL MIXED UP.



SWITCH ENGINES PUSH CARS TO TOP OF MAN-MADE HILL FROM WHICH UN-COUPLED CARS COAST DOWN ONTO THE TRACKS WHERE THEY ARE WANTED, THEIR SPEED CONTROLLED BY CAR RETARDERS.



A TOWERMAN CONTROLS THE HUMP, OPERATES SWITCHES AND CAR RETARDERS.

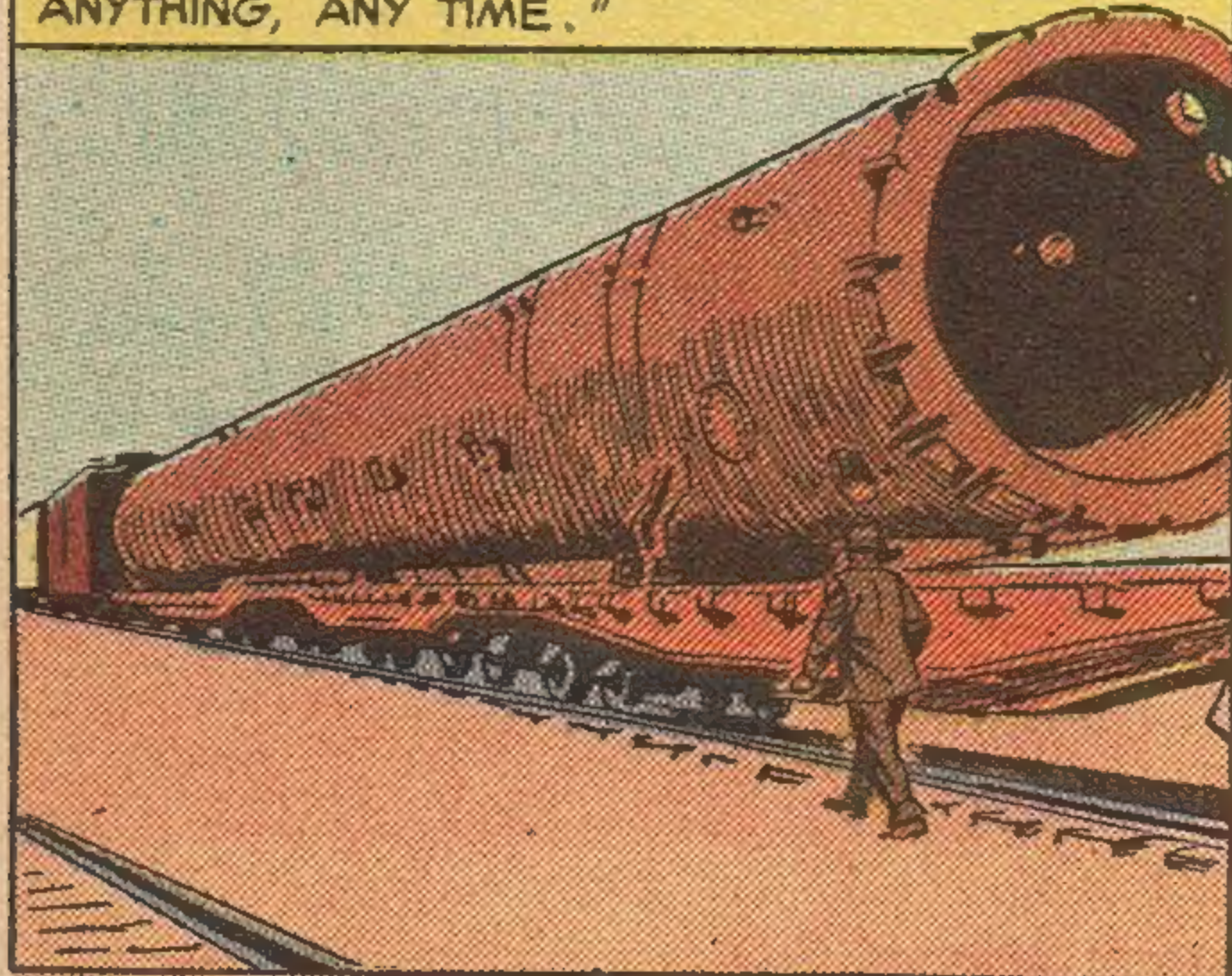


THIS IS THE RECEIVING YARD—THE END OF OUR RUN. NOW I'LL TURN MY WAYBILLS OVER TO THE YARDMASTER'S OFFICE. THAT'S WHERE SWITCHING LISTS ARE MADE UP.

SAY, DAD, LOOK AT THAT GREAT BIG SHIPMENT OVER THERE — IT TAKES THREE FLAT CARS TO CARRY IT.

AS NO. 70 ROLLS TO A STOP, RED TAKES DOWN THE MARKERS. THE RUN IS OVER. CARS WILL BE SWITCHED TO CLASSIFICATION YARD AND SORTED, ACCORDING TO DESTINATION.

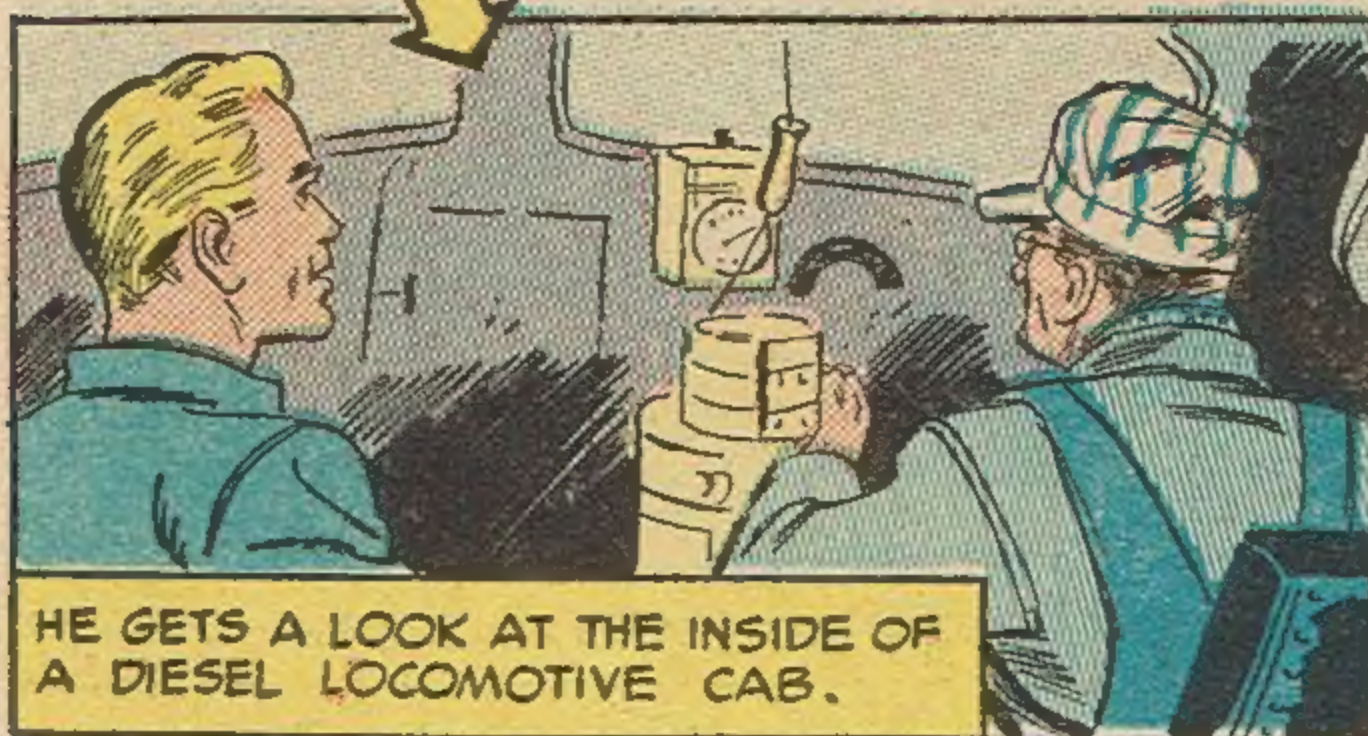
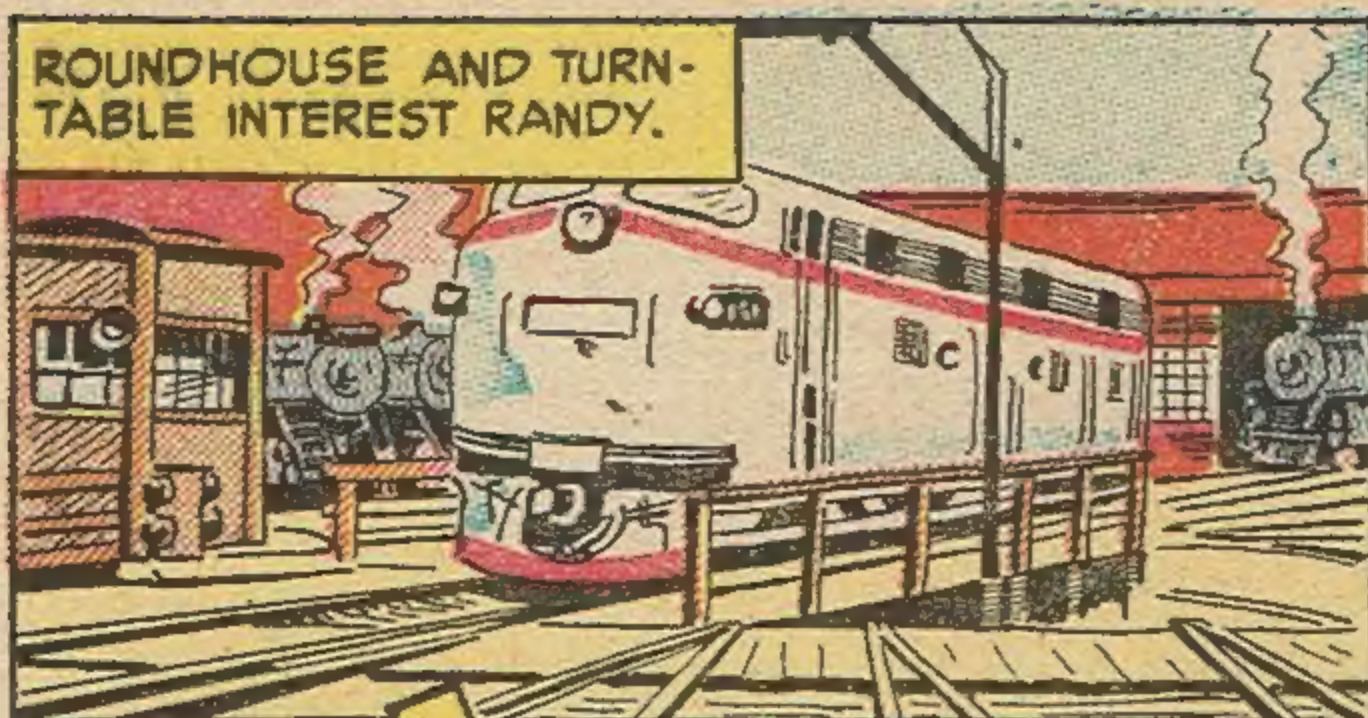
"THAT'S A BIG SHIPMENT, ALL RIGHT. IT'S A 'BUBBLE TOWER'. ONLY RAILROADS ARE EQUIPPED TO HANDLE BIG STUFF LIKE THAT. WE'LL CARRY ANYTHING, ANY TIME."



THERE ARE SOME OF THE CARS THAT WERE ON OUR TRAIN.

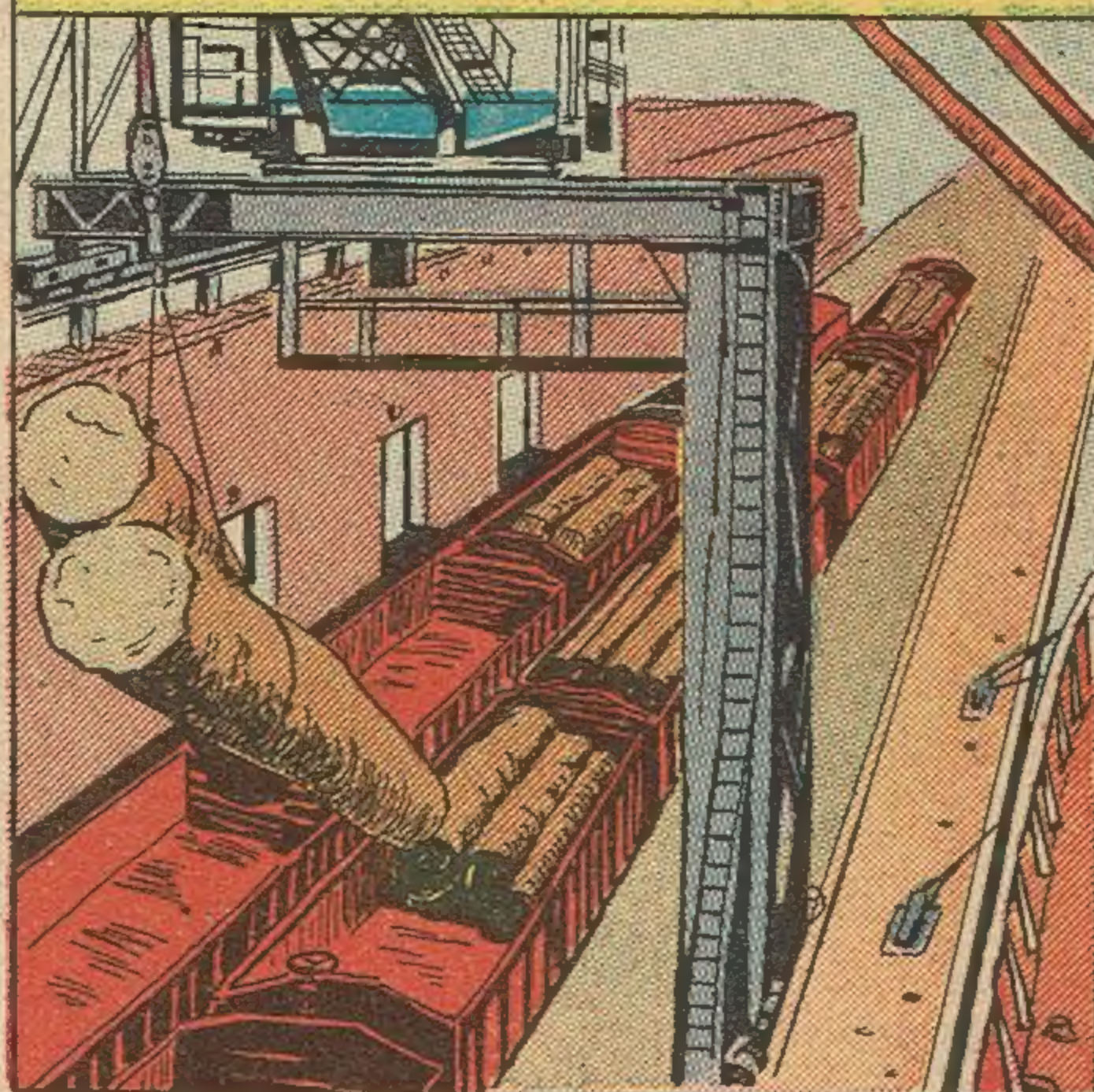
NO. 70'S CREW HAS A ONE DAY LAY-OVER. THE NEXT MORNING, MR. DAVIS TAKES RANDY ON A TOUR OF THE TERMINAL AREA — FIRST TO THE FREIGHT STATION, WHERE FREIGHT IS BEING UNLOADED AND TRANSFERRED.

ROUNDHOUSE AND TURN-
TABLE INTEREST RANDY.

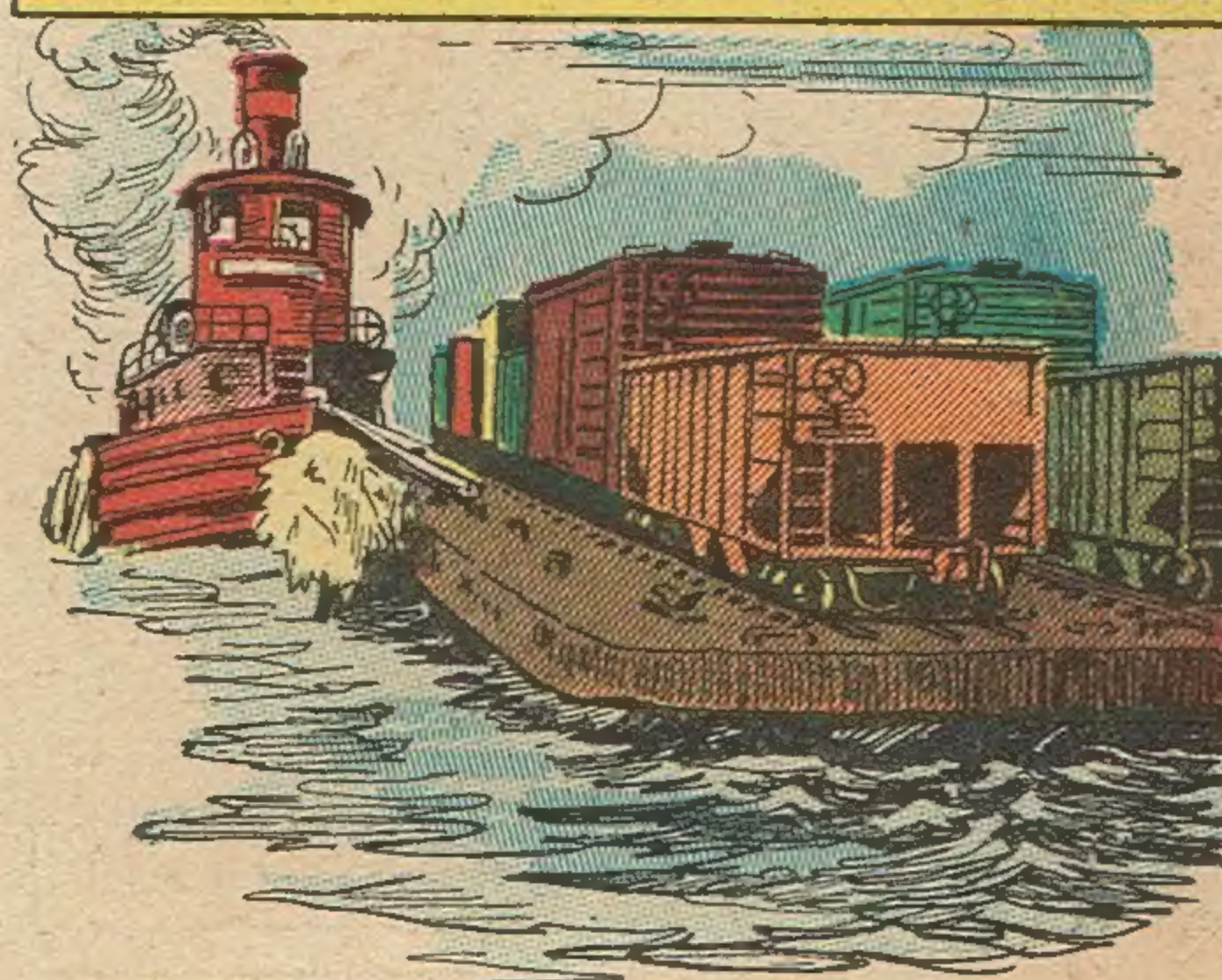


HE GETS A LOOK AT THE INSIDE OF
A DIESEL LOCOMOTIVE CAB.

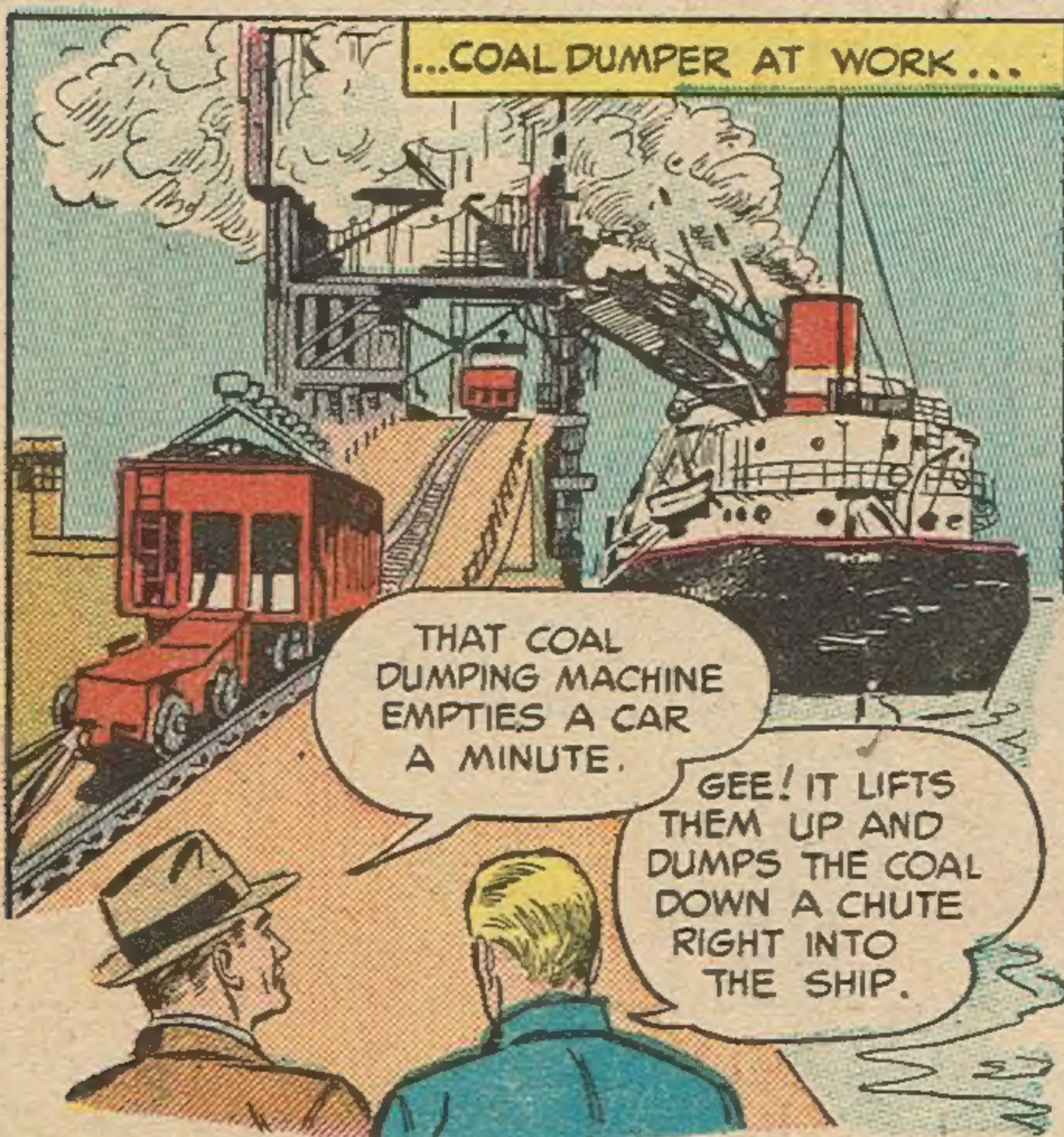
AT TIDEWATER TERMINAL HE OBSERVES RAILROAD
PORT FACILITIES — HUGE REVOLVING CRANES
UNLOADING CARGO FROM SHIP TO CARS...



AND LEARNS THAT AMERICAN RAILROADS OWN AND
OPERATE MORE THAN 1,900 TUGS, CAR-FLOATS,
FERRIES, LIGHTERS AND OTHER MARINE EQUIPMENT.



...COAL DUMPER AT WORK...



THAT COAL
DUMPING MACHINE
EMPTIES A CAR
A MINUTE.

GEE! IT LIFTS
THEM UP AND
DUMPS THE COAL
DOWN A CHUTE
RIGHT INTO
THE SHIP.

I'VE LEARNED ONE THING,
DAD, FOR SURE — RAIL-
ROADS REALLY DELIVER
THE GOODS! I CAN'T
THINK OF ANYTHING WE
BUY, WEAR, OR USE THAT
HASN'T BEEN CARRIED
BY TRAIN SOMEWHERE
ALONG THE LINE.

AND IT WOULD BE
HARD TO NAME ANY
PRODUCT THAT ISN'T
CHEAPER OR MORE
PLENTIFUL BECAUSE
OF RAIL TRANSPORTATION.
THAT'S WHY FREIGHT
TRAINS, QUITE AS MUCH
AS PASSENGER TRAINS,
PERFORM A PERSONAL
SERVICE FOR YOU AND
EVERY OTHER AMERICAN.



Each of the various means of
transportation has its value and
its use. But basic among them,
and essential to the operation
of all the others, is the train
of cars on tracks.

There is nothing else in
existence, and nothing in sight,
which can do what the rail-
roads do — every day — in moving
people and freight.

That's why railroads are
essential to the nation's economy
in time of peace — vital to its
safety in time of war.

titansfan
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